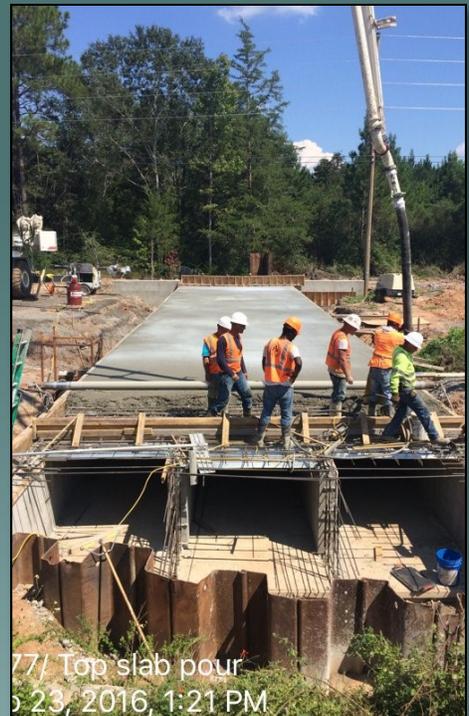


REVIEW OF THE DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM FY 2017/18 THROUGH 2021/22

A Report by the
Florida Transportation Commission

March 21, 2017



Commission Members



**Jay Trumbull
Chairman**



**Ken Wright
Vice Chairman**



**Beth Kigel
Secretary**



John Browning



Donnie Ellington



Maurice Ferré



Ronald Howse



Teresa Sarnoff



Jim Sebesta

***www.ftc.state.fl.us
605 Suwannee Street, Tallahassee, Florida 32399-0450, MS 9
(850) 414-4105 * Fax (850) 414-4234***

REVIEW OF THE DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM FY 2017/18 - 2021/22

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[Cover Photos, First Coast Expressway Bridge in District 2, SR 77 Construction in District 3, and the US 192 Pedestrian Project in District 5.]



I-10 Gateway Sign – District 3



I-4 Ultimate Groundbreaking Ceremony – District 5

FLORIDA TRANSPORTATION COMMISSION

Jay Trumbull, Chairman
Ken Wright, Vice-Chairman
Beth Kigel, Secretary
John Browning
Donnie Ellington
Maurice Ferré
Ronald Howse
Teresa Sarnoff
Jim Sebesta



Rick Scott
Governor

March 21, 2017

Honorable Rick Scott, Governor
Office of the Governor
The Capitol
400 South Monroe Street
Tallahassee, Florida 32399-0001

Dear Governor Scott:

On March 6, 2017, the Florida Transportation Commission conducted the annual Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2017/18 through FY 2021/22*. The Florida Department of Transportation Interim Secretary, assistant secretaries, district secretaries, Turnpike/Rail Enterprise representatives, and key department managers were in attendance and participated in the review.

The Commission's review is statutorily limited to the policies and processes that govern the development of the Tentative Work Program, which is the Department's production plan for the next five years. By a unanimous vote, the Commission found that the *Tentative Work Program* was developed in compliance with applicable federal and state laws and policies. In order to provide you with a more comprehensive assessment, we feel there are certain areas that warrant further comment.

The Commission found this Tentative Work Program to be based on a balanced five-year financial plan and 36-month cash forecast of receipts and expenditures. Florida Statute 339.135(6)(b) requires the Department to maintain an available cash balance of not less than \$50 million, or five percent of the unpaid balance of all State Transportation Trust Fund (STTF) obligations, whichever is less, at the close of each quarter. The lowest end-of-quarter cash balance projected in the 36-month cash forecast is \$201.1 million and occurs in March of 2020. The average annual low point cash balance during the first three years of the Tentative Work Program period is projected to be 2.2 percent of the forecasted average outstanding obligation of \$9.5 billion. The cash balances reflected in the cash forecast demonstrate a work

Matthew D. Ubben | Executive Director
FLORIDA TRANSPORTATION COMMISSION
605 Suwannee Street, MS-9, Tallahassee, FL 32399-0450
Office (850) 414-4105 | Fax (850) 414-4234
www.ftc.state.fl.us

The Honorable Rick Scott
March 21, 2017
Page 2

program that has been leveraged to the maximum extent possible to take advantage of opportunities to make investments in the state's infrastructure that will stimulate the creation of jobs.

The \$45.6 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 26 percent in this Tentative Work Program. In regards to the Federal Surface Transportation program, the Department has built this Tentative Work Program based on funding commitments under the Fixing America's Surface Transportation (FAST) Act that was signed into law on December 4, 2015. This is the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act has five years funding (fiscal years 2016 through 2020) for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The Department will continue to assume a flat-line receipt of federal funding for the fiscal year beginning 2021 until it knows how much it will receive under the new law.

As we prepare for the post-FAST Act years, the federal surface transportation program funding remains at a crossroads. While the Highway Trust Fund (HTF) has provided stable, reliable, and substantial highway and transit funding over many decades since its inception in 1956, this is no longer the case. Since 2008, the HTF has been sustained through a series of General Fund transfers now amounting to over \$140 billion. Framing this HTF "cliff" in terms of federal highway obligations, the American Association of State Highway and Transportation Officials estimates that states may see a 40 percent drop in federal funding beginning in FY 2021, from \$46.2 billion in FY 2020 to \$27.7 billion in FY 2021, putting our near-term federal share (representing a quarter of our transportation spending) in jeopardy.

This Tentative Work Program totals approximately \$45.6 billion over the five year period - \$4.4 billion, or 10.8 percent larger than the previous one. The majority of the funds, \$38.0 billion or 83.2 percent of the work program, is dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 794 new lane miles of roadway, resurface/reconstruct 8,372 lane miles of existing roadway, repair 181 bridges and replace 88 others. Approximately \$5.4 billion is dedicated to the Freight Logistics and Passenger Operations program.

The Department's benchmark for stability is to have at least 80 percent of project phases remain unchanged or advanced when comparing the four common fiscal years in the Adopted Work Program to this Tentative Work Program. Stability of project schedules in this Tentative Work Program increased 1.5 percentage points when compared to last year's stability, with 89.8 percent of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. For the 175 project phases deferred, deleted, or moved out of the work program, 57.7 percent were due to external influences, 20.6% to production or right of way schedule changes, 8.6% to Department priority changes, 7.4% to estimate increases, and the remaining 5.7% to other various reasons.

The Honorable Rick Scott
 March 21, 2017
 Page 3

As part of the review of the Tentative Work Program, the Commission is also required to conduct an annual assessment of the progress made by the Department and its transportation partners in realizing the goals of the Strategic Intermodal System (SIS). These goals are: to support economic development; to improve mobility; and to increase intermodal connectivity. The Tentative Work Program has a total of \$14.9 billion programmed on the SIS for capacity improvements.

We are confident this Tentative Work Program was developed according to federal and state laws and departmental policies. Furthermore, we believe that the projects in the Tentative Work Program will continue to support your goal of putting Floridians back to work and expanding the state's economy.

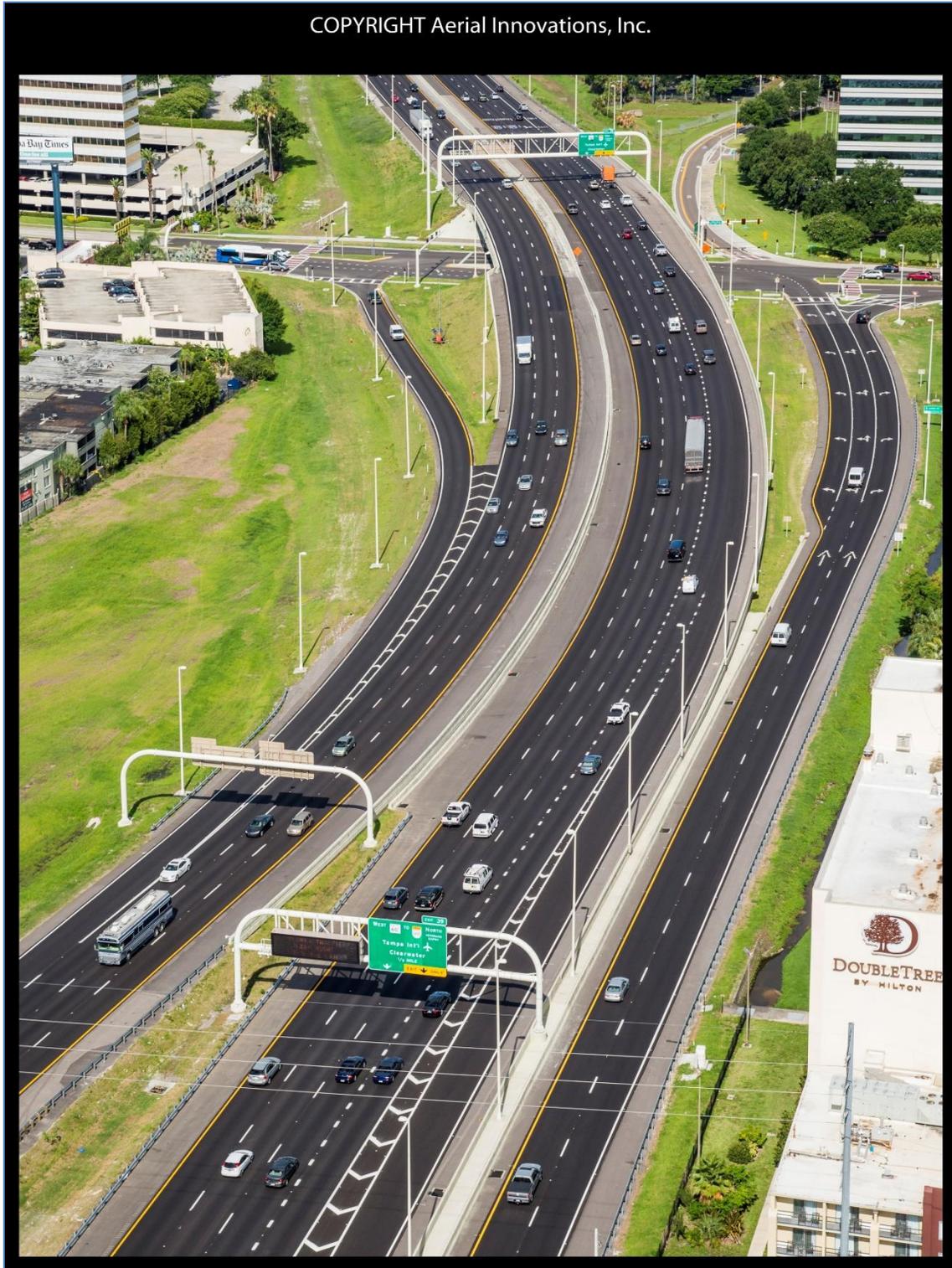
We trust this evaluation will assist you and your staff as you review the Tentative Work Program. Documentation used to support the Commission's findings in each area of the Review is available upon request. Your comments and suggestions are always welcome. If you have questions, please call our staff at 850-414-4105.

Sincerely,



Jay Trumbull, Chairman
 Florida Transportation Commission

cc: Honorable Joe Negron, President, Florida Senate
 Honorable Richard Corcoran, Speaker, Florida House of Representatives
 Honorable George Gainer, Chairman, Senate Transportation Committee and
 Members
 Honorable Jeff Brandes, Chairman, Senate Transportation, Tourism and Economic
 Development Appropriations Subcommittee and Members
 Honorable Jack Latvala, Chairman, Senate Appropriations Committee and Members
 Honorable Brad Drake, Chairman, House Transportation and Infrastructure
 Subcommittee and Members
 Honorable Clay Ingram, Chairman, House Transportation and Economic
 Development Appropriations Subcommittee and Members
 Honorable Carlos Trujillo, Chairman, House Appropriations Committee and
 Members
 Ms. Rachel Cone, Interim Secretary, Florida Department of Transportation
 Ms. Cynthia Kelly, State Budget Director, Executive Office of the Governor
 Mr. James Christian, Florida Division Administrator, Federal Highway
 Administration



I-275 River to Memorial – District 7

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Minneola Construction - Turnpike



Miramar Plaza SB AET Gantry - Turnpike

FLORIDA TRANSPORTATION COMMISSION REVIEW OF THE TENTATIVE WORK PROGRAM

The long-range policy framework for the transportation system of our state is established in the 2060 Florida Transportation Plan. The Department then produces a 10-year Cost Feasible Plan that coordinates the implementation of these long range policies with the estimated funding that will be available. From that process springs the five-year Tentative Work Program, which is a short range plan for construction of priority projects with the actual state and federal funding that is projected to be available, according to a complex analysis of estimated revenues. These priorities are initially derived from citizen input to Metropolitan Planning Organizations and local county commissions.

KEY STATUTORY REQUIREMENTS

The Florida Transportation Commission is required by law to conduct a Statewide Public Hearing on the Department of Transportation Tentative Work Program and to advertise the time, place, and purpose of the hearing in the *Florida Administrative Register* at least seven days prior to the hearing.

Sections 20.23(2)(b)3 and 339.135(4)(g), of the Florida Statutes directs that, as part of the Statewide Public Hearing, the Commission must at a minimum:

- Conduct an in-depth evaluation of the Tentative Work Program for compliance with all applicable laws and departmental policies, reporting all findings and recommendations to the Legislature and the Governor. Special notation is made of any instance(s) of non-compliance.
- Hear all questions, suggestions, or other comments offered by the public.
- The Commission is prohibited by law from considering individual construction projects.

By no later than 14 days after the regular legislative session begins, the Commission must submit to the Executive Office of the Governor and the legislative appropriations committees a report that evaluates the Tentative Work Program for:

- a. Financial Soundness
- b. Stability
- c. Production Capacity
- d. Accomplishments, including compliance with program objectives in s. 334.046
- e. Compliance with Approved Local Government Comprehensive Plans
- f. Objections and Requests by Metropolitan Planning Organizations
- g. Policy Changes and Effects Thereof
- h. Identification of Statewide/Regional Projects
- i. Compliance with all Other Applicable Laws

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US 19 – Green Acres St to Jump Ct – District 7

EXECUTIVE SUMMARY

On March 6, 2017, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2017/18 through FY 2021/22*. The Interim Secretary of the Department of Transportation, assistant secretaries, district secretaries, representatives of Turnpike and Rail Enterprise, and key Department managers were in attendance and participated in the review.

The Commission's review is limited to the policies and processes that govern the development of the Tentative Work Program, which is the Department's production plan for the next five years. It does not address the effectiveness or efficiency of the Department in carrying out production activities including design, right of way acquisition, construction lettings, and construction contract adjustments. These production activities and other major areas of the Department are evaluated as part of the Commission's annual performance and production review, which is presented in September of each year.

Staff has concluded that the Tentative Work Program was developed in compliance with applicable federal and state laws and Department policies. However, despite record transportation budgets for the past four years, the Commission remains concerned about the long-term sustainability of the fuel tax as the primary source of transportation revenue. Growth in Florida has returned to pre-recession levels which places a great deal of stress on the state's transportation infrastructure. At the same time, vehicle fuel efficiency levels continue to increase thus reducing the amount of revenue being produced by the fuel tax at the federal, state, and local levels. The Commission will continue to monitor this issue and join in the discussions for alternative funding mechanisms.

The following areas of the Review are especially noteworthy:

Finance: Programming Capacity and Cash Management

This Tentative Work Program totals approximately \$45.6 billion over the five year period - \$4.4 billion, or 10.8% larger than the previous one. The majority of the funds, \$38.0 billion or 83.2% of the work program, is dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 794 new lane miles of roadway, resurface/reconstruct 8,372 lane miles of existing roadway, repair 181 bridges and replace 88 others. Approximately \$5.4 billion is dedicated to the Freight Logistics and Passenger Operations program.

The Commission found this Tentative Work Program to be based on a balanced five-year financial plan and 36-month cash forecast of receipts and expenditures. The Department is required to maintain an available cash balance of not less than \$50 million, or five percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever is less) at the close of each quarter. The lowest end-of-quarter cash balance projected in the 36-month cash forecast is \$201.1 million and occurs in March of 2020. The average *annual* low point cash balance during the first three years of the Tentative Work Program period is projected to be 2.2% of the forecasted average outstanding obligation of \$9.5 billion.

Policies/Issues Impacting the Tentative Work Program

The \$45.6 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 26 percent in this Tentative Work Program. In regards to the Federal Surface Transportation program, the Department has built this Tentative Work Program based on funding commitments through 2020 under the Fixing America's Surface Transportation (FAST) Act which was signed into law on December 4, 2015. The Department has assumed a flat-line receipt of federal funding for the fiscal year beginning 2021.

Public-Private Partnerships (P3s)

Public-private partnerships are contractual agreements formed between a public entity and private sector entity that allow for greater private sector participation in the delivery of transportation projects. The Department's commitment to P3s in this Tentative Work Program totals approximately \$2.2 billion in federal, state, and local funds.

Strategic Intermodal System (SIS) Assessment

The Commission is required to conduct an annual assessment of the progress that the Department and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the SIS. The SIS assessment is presented in Section Three, with District SIS maps and corresponding lists of projects in Appendix B. The Tentative Work Program has a total of \$14.9 billion programmed on the SIS for capacity improvements.

Stability of Project Schedules

The Department's benchmark for stability is to have at least 80% of project phases remain unchanged or advanced when comparing the four common fiscal years in the Adopted Work Program to this Tentative Work Program. Stability of project schedules in this Tentative Work Program increased 1.5 percentage points when compared to last year's stability, with 89.8% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. For the 175 project phases deferred, deleted, or moved out of the work program, 57.7% were due to external influences, 20.6% to production or right of way schedule changes, 8.6% to Department priority changes, 7.4% to estimate increases, and the remaining 5.7% to other various reasons.

Linkage of 5-Year Work Program with Long Range Goals

Objectives contained in the 2015 Performance Report of the 2060 Florida Transportation Plan were used to demonstrate the linkage between this Tentative Work Program and the goals and objectives of the Florida Transportation Plan.

The Department has met the four objectives that are measured directly through the work program that include resurfacing, bridges, maintenance and the allocation of *new* discretionary capacity funding between Strategic Intermodal System (SIS) and non-SIS facilities. The remaining objectives in the Performance Report not covered in this review are measured in other ways, such as through the Commission's annual FDOT Performance and Production Review.

Compliance with Approved Local Government Comprehensive Plans

The Department of Economic Opportunity (DEO) reviews the Tentative Work Program for compliance with local government comprehensive plans and provides the Commission with a list of inconsistencies. DEO notified the Commission on February 20, 2017 that it had completed its review of the Tentative Work Program. Based on its review, DEO determined that all projects were found to be consistent with the local government comprehensive plans.

Compliance with Applicable Laws and Policies

Florida Statutes direct the Commission to conduct this review for compliance with applicable laws and Departmental policies. As part of its effort to verify this compliance, Commission staff developed a series of 88 questions keyed to particular work program requirements. Appendix A of this document provides a copy of the questions, complete with the Department's responses. (It should be noted that due to scheduling restrictions the responses to the questions in the Appendix are based on the January 4, 2017 "snapshot" of the Tentative Work Program, while the charts and graphs in the body of this Review are based on the February 6, 2017 snapshot; with some exceptions noted.)

Support documentation for Commission Findings in each area of the Review is available from the Commission Office upon request.



Sisters Creek Bridge – District 2



Krome Avenue North Asphalt Paving – District 6



Krome Avenue Section 2 Concrete Paving – District 6

1. OVERVIEW OF THE TENTATIVE WORK PROGRAM FOR FY 2017/18 THROUGH 2021/22

*Although not required by statute, the Commission reviews the tentative work program by individual program categories as part of its in-depth evaluation. This breakdown allows overall comparison of major components by **Product, Product Support, Operations and Maintenance, and Administration.***

COMMISSION FINDINGS

This Tentative Work Program totals \$45.6 billion, approximately \$4.4 billion, or 10.8%, larger than last year's Tentative Work Program.

The Tentative Work Program includes \$38.0 billion in the Product and Product Support program categories and will let contracts to:

- Construct 794 additional lane miles of roadway;
- Resurface/reconstruct 8,372 lane miles of existing roadway;
- Repair 181 bridges; and
- Replace 88 bridges.

The Tentative Work Program includes \$5.4 billion for Freight Logistics and Passenger Operations.

Illustrative statistics on the Tentative Work Program:

- Number of Active Fund Codes – 245
- Number of Projects – 6,836
- Number of Project Phases – 13,731

Please Note: Funding levels in graphs and tables throughout this report are rounded from data stored to six decimal places. Therefore, table sums may not add exactly. Funding levels in the charts and tables presented in Sections 1 and 3 are based on the February 6, 2017 “snapshot” of the Tentative Work Program. Some charts and graphs in other sections of the report are derived from Department responses to the questions in Appendix A and are based on the January 4, 2017 “snapshot.” The Strategic Intermodal System (SIS) maps in Appendix B are based on the February 6, 2017 “snapshot.”

1a. PROGRAMS/POLICIES/ISSUES IMPACTING THE TENTATIVE WORK PROGRAM

TRANSPORTATION REVENUE CHALLENGES

During the economic downturn, transportation revenue generated from fuel sales had declined as a result of impacts from both an economy in recession and the entry of more fuel efficient vehicles into the statewide fleet. Fuel taxes are the primary revenue source for maintaining, preserving, and expanding our transportation infrastructure. Less fuel being consumed translated into less revenue for transportation infrastructure. Even though Florida's economy is squarely on the path to recovery and vehicle miles travelled has surpassed pre-recession levels, fuel consumption has only returned to their 2003 levels for both motor fuel and diesel fuel. We attribute this mostly to the increased fuel efficiency of the statewide fleet of vehicles. However, there are changes in personal driving habits, federal regulations, and the automobile manufacturing industry which are having a profound effect on the state's ability to raise sufficient revenue from the sale of fuel to support the state's transportation infrastructure in the long run.

The U.S. Department of Transportation and the U.S. Environmental Protection Agency jointly established new federal rules that significantly increased the fuel economy requirements of all new passenger cars and light trucks sold in the United States. The rules require automakers to improve fleet-wide fuel economy by approximately five percent every year; reaching a combined industry-wide fleet average of 54.5 miles per gallon by the 2025 model year. Hybrid vehicles comprise an ever increasing share of the market. Automobile manufacturers appear to be moving more towards alternatively fueled vehicles which don't rely on gasoline or diesel fuel for power. Motor fuel tax revenues are projected to decline as a result of the influx of these higher mileage vehicles into the statewide fleet, though the recent fall in the price of gasoline and the corresponding rise in fuel consumption may slow this impact. Fuel tax revenues are not based on a percentage of the total amount of the sale, but are calculated on a cents-per-gallon basis.

To ensure Florida remains a national leader in addressing the needs of its transportation infrastructure to support its growing economy, we must continue to monitor the impact that highly fuel efficient vehicles will have on our ability to raise sufficient transportation revenue. We will continue to participate in the national discussions about replacing the fuel tax with a more sustainable alternative.

SHARE OF FEDERAL FUNDING

The \$45.6 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 26 percent in this Tentative Work Program. In regards to the Federal Surface Transportation program, the Department has built this Tentative Work Program based on funding commitments under the Fixing America's Surface Transportation (FAST) Act that was signed into law on December 4, 2015. This is the first federal law in over a decade to provide long-term funding certainty for surface

transportation infrastructure planning and investment. The FAST Act has five years funding (fiscal years 2016 through 2020) for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The Department will continue to assume a flat-line receipt of federal funding for the fiscal year beginning 2021 until it knows how much it will receive under the new law.

As we prepare for the post-FAST Act years, the federal surface transportation program funding remains at a crossroads. While the Highway Trust Fund (HTF) has provided stable, reliable, and substantial highway and transit funding over many decades since its inception in 1956, this is no longer the case. Since 2008, the HTF has been sustained through a series of General Fund transfers now amounting to over \$140 billion. Framing this HTF “cliff” in terms of federal highway obligations, the American Association of State Highway and Transportation Officials estimates that states may see a 40 percent drop in federal funding beginning in FY 2021, from \$46.2 billion in FY 2020 to \$27.7 billion in FY 2021, putting our near-term federal share (representing a quarter of our transportation spending) in jeopardy.

2016 LEGISLATIVE ACTIONS

During the 2016 Legislative Session, House Bill (HB) 7027 was passed and signed into law which impacted the Tentative Work Program. HB 7027 revised Section 339.135, Florida Statutes, removing the authorization for the chair and vice chair of the Legislative Budget Commission (LBC) to approve an amendment to the Work Program if a LBC meeting cannot be held within 30 days of the Department’s submittal. In addition, the bill requires that any Work Program amendment that also adds a new project, or phase thereof, to the adopted Work Program in excess of \$3 million is subject to approval by the LBC. The Department indicated that the LBC approval process did not negatively impact the development of this Work Program, but that additional analysis was required this cycle to make sure the Department planned for the additional days required for the LBC approval.

HB 7027 also created the Florida Department of Transportation Financing Corporation (Corporation) as a nonprofit corporation for the purpose of financing or refinancing projects for the Department. The Corporation is governed by a board of directors consisting of the director of the Office of Policy and Budget within the Executive Office of the Governor, the director of the Division of Bond Finance, and the Department’s Secretary. The Corporation may issue bonds payable from and secured by amounts payable to the Corporation by the Department under a service contract for the purpose of financing or refinancing approved projects. The Department’s commitments are subject to annual appropriation by the Legislature. The Department identified one project in this Tentative Work Program totaling \$497 million which utilized the Corporation.

In addition, HB 7027 authorized the Department to assume the responsibilities of the USDOT with respect to highway projects within the state under the National Environmental Policy Act (NEPA) or other actions required under any federal environmental law pertaining to review or approval of a highway project within the state. The Department signed a Memorandum of Understanding giving it NEPA Assignment in December 2016 and anticipates both time and cost savings in project delivery.

PUBLIC-PRIVATE PARTNERSHIPS

Public-private partnerships, or P3s, are contractual agreements formed between a public entity and private sector entity that allow for greater private sector participation in the delivery of transportation projects. The Department has an established track record with respect to partnering with private sector contracting, engineering and maintenance firms in the delivery of transportation projects throughout the state. The ability of the Department to utilize the P3 procurement approach gives it another option that can be applied to specific projects to advance or accelerate the delivery of vital transportation infrastructure to the public when compared to procuring that infrastructure using traditional pay-as-you-go methods. The Department continues its commitment to advancing projects using the P3 process in this Tentative Work Program totaling approximately \$2.2 billion in state, federal, local, and Turnpike funds for existing projects. Existing P3 projects being funded in this Tentative Work Program include: the Port of Miami Tunnel; I-595 Express; the I-4 Ultimate Improvements project, and I-395/I-95 Projects (currently in procurement). Funding decisions and procurement methods for the Tampa Bay Express and I-4 Beyond the Ultimate projects are currently under consideration.

REPORT ON THE IMPLEMENTATION OF THE STRATEGIC INTERMODAL SYSTEM

As part of the annual Tentative Work Program evaluation, the Commission must conduct an annual assessment of the progress that the Department and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the Strategic Intermodal System (SIS).

Baseline measures from which to assess progress towards the three goals of economic development, improved mobility, and increased intermodal connectivity are continuing to be a challenge to develop. The Department issued its 2025 Florida Transportation Plan Performance Report and its SIS Performance Report in October of 2010. This was the first step in developing performance measures for the SIS. The Department has since developed the 2014 Performance Report for the SIS. However, performance metrics which address the three SIS goals that can be measured through investments in the Work Program have not fully matured to the point where they can be used in this assessment. The Commission will continue working with the Department to identify baseline data and develop metrics which can be employed during future SIS assessments.

The Commission satisfies the requirement to conduct the annual assessment by presenting it as a section of this Tentative Work Program review document. The SIS assessment is presented in Section Three of this Review. District maps identifying SIS facilities and a listing of SIS projects programmed in this Tentative Work Program are presented in Appendix B.

1b. COMPARISON OF TENTATIVE WORK PROGRAMS

The tables below compare this Tentative Work Program with the one reviewed by the Commission last year.

TOTAL WORK PROGRAM

<i>(in Millions)</i>	17/18-21/22	16/17-20/21	\$ Difference	% Difference
Product	\$31,069.09	\$27,445.19	\$3,623.90	13.20%
Product Support	\$6,884.25	\$6,313.91	\$570.34	9.03%
Operations & Maintenance	\$6,792.97	\$6,596.27	\$196.70	2.98%
Administration/FCO	\$895.93	\$838.28	\$57.65	6.88%
Total	\$45,642.25	\$41,193.65	\$4,448.60	10.80%

PRODUCT

<i>(in Millions)</i>	17/18-21/22	16/17-20/21	\$ Difference	% Difference
Construction	\$22,263.38	\$19,515.57	\$2,747.81	14.08%
Right of Way	\$2,607.33	\$1,995.44	\$611.89	30.66%
Freight Logistics/Passenger Operations	\$5,351.99	\$5,084.12	\$267.87	5.27%
Other *	\$846.39	\$850.07	(\$3.68)	-0.43%
Total	\$31,069.09	\$27,445.20	\$3,623.89	13.20%

CONSTRUCTION

<i>(in Millions)</i>	17/18-21/22	16/17-20/21	\$ Difference	% Difference
Capacity Improvements and Other Enhancements	\$13,897.34	\$11,476.94	\$2,420.40	21.09%
Resurfacing	\$3,593.53	\$2,791.13	\$802.40	28.75%
Bridge	\$2,033.20	\$2,183.26	(\$150.06)	-6.87%
Safety	\$578.98	\$420.76	\$158.22	37.60%
Public Private Partnerships	\$2,160.34	\$2,643.47	(\$483.13)	-18.28%
Total	\$22,263.38	\$19,515.56	\$2,747.82	14.08%

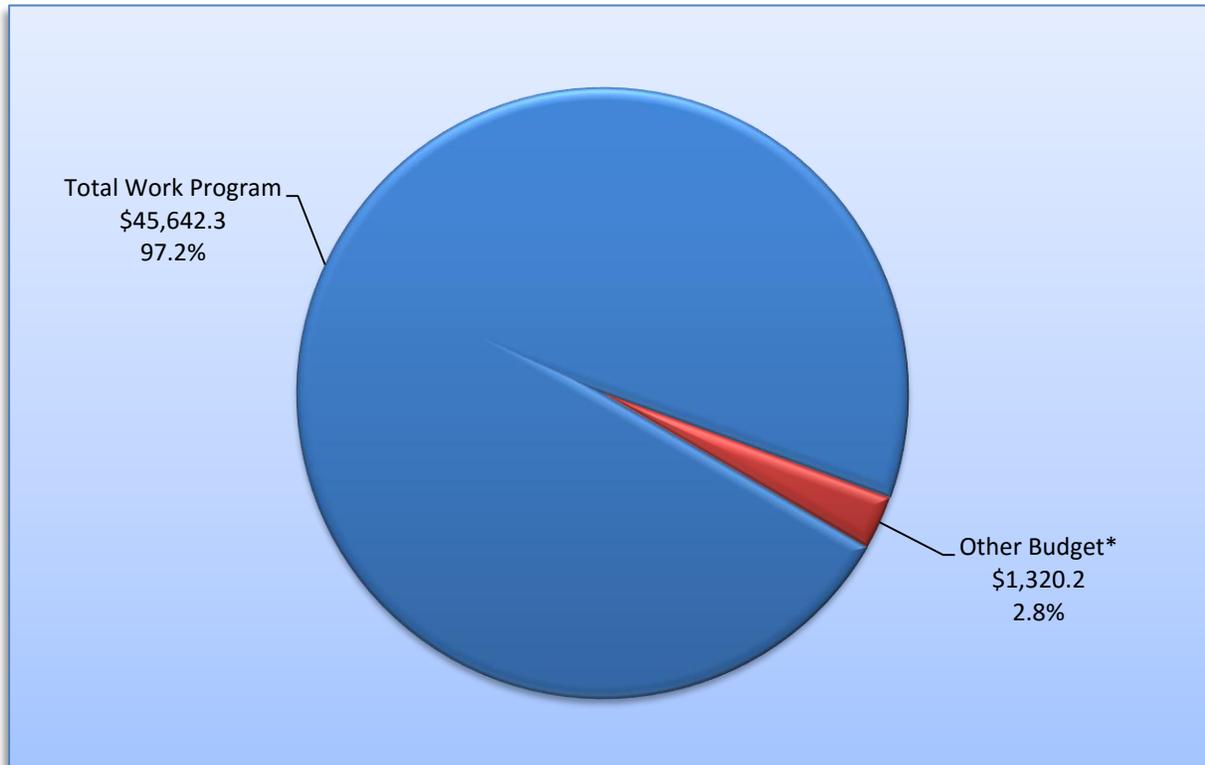
Note: *Includes County Incentive Grant Program, Small County Outreach Program, Small County Road Assistance Program, and Safety Grants.

1c. TOTAL BUDGET

\$46.963 Billion

The Tentative Work Program comprises nearly 97.2% of the Department’s total budget. The remainder consists of local government reimbursements and debt service related to various bond instruments.

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

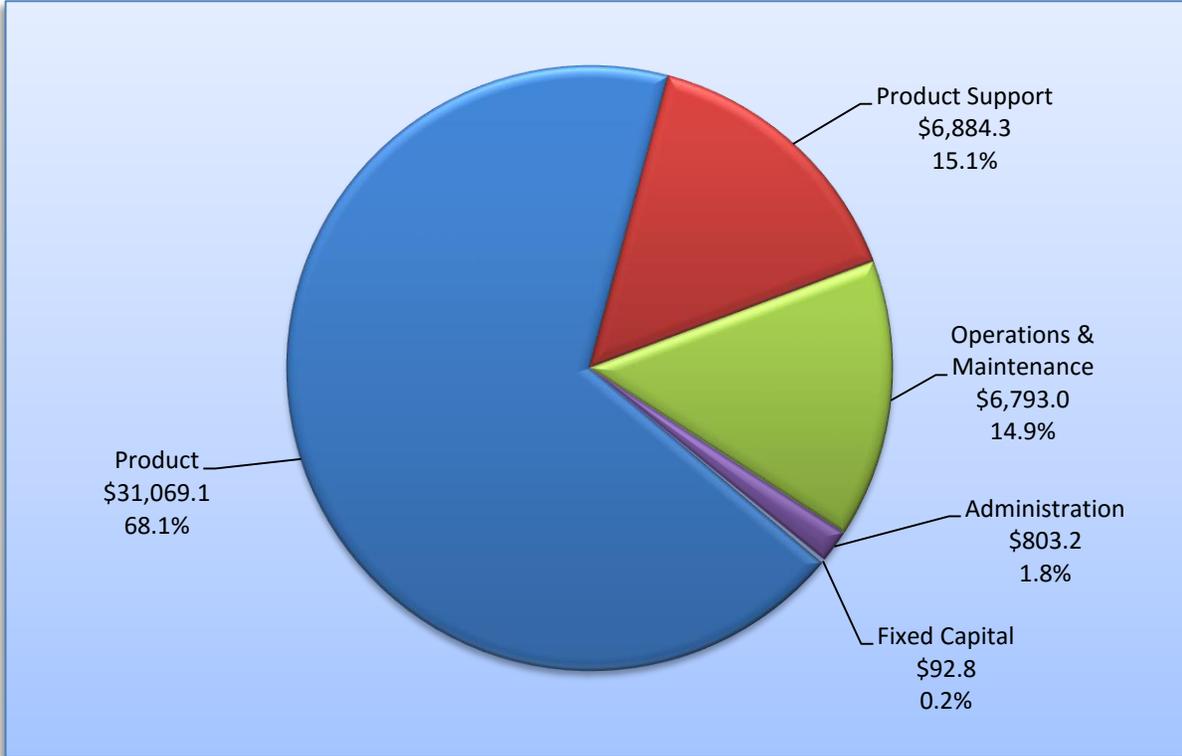
<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Total Work Program	\$10,696.71	\$8,759.52	\$8,727.80	\$8,754.20	\$8,704.03	\$45,642.3
Other Budget*	\$180.65	\$224.35	\$267.09	\$313.35	\$334.79	\$1,320.2
Total	\$10,877.4	\$8,983.9	\$8,994.9	\$9,067.5	\$9,038.8	\$46,962.5

Note: **Other Budget* includes reimbursements to local governments and debt service related to Advanced Right of Way and Bridge Construction Bonds, and State Infrastructure Bank loans.

1d. TOTAL WORK PROGRAM

\$45.642 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

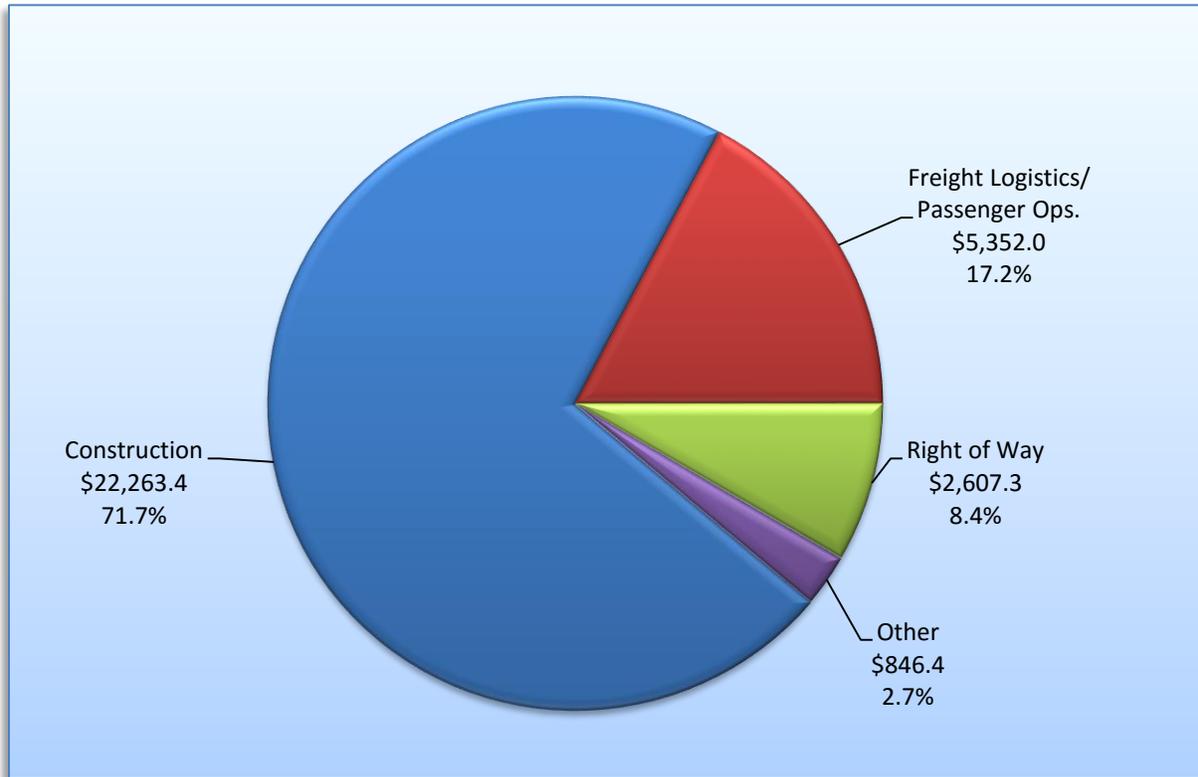
BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Product	\$7,430.93	\$5,844.87	\$5,887.28	\$5,893.95	\$6,012.07	\$31,069.1
Product Support	\$1,794.89	\$1,423.93	\$1,305.02	\$1,268.57	\$1,091.84	\$6,884.3
Operations & Maintenance	\$1,307.86	\$1,316.51	\$1,355.44	\$1,405.53	\$1,407.63	\$6,793.0
Administration	\$150.26	\$154.20	\$160.06	\$166.16	\$172.50	\$803.2
Fixed Capital	\$12.76	\$20.00	\$20.00	\$20.00	\$20.00	\$92.8
Total	\$10,696.7	\$8,759.5	\$8,727.8	\$8,754.2	\$8,704.0	\$45,642.3

1e. PRODUCT

\$31.069 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Construction	\$5,038.56	\$4,221.13	\$4,368.59	\$4,212.28	\$4,422.83	\$22,263.4
Freight Logistics/Passenger Ops.	\$1,465.23	\$1,034.42	\$953.96	\$971.07	\$927.32	\$5,352.0
Right of Way	\$732.81	\$421.46	\$405.55	\$547.84	\$499.67	\$2,607.3
Other*	\$194.33	\$167.87	\$159.18	\$162.76	\$162.25	\$846.4
Total	\$7,430.9	\$5,844.9	\$5,887.3	\$5,893.9	\$6,012.1	\$31,069.1

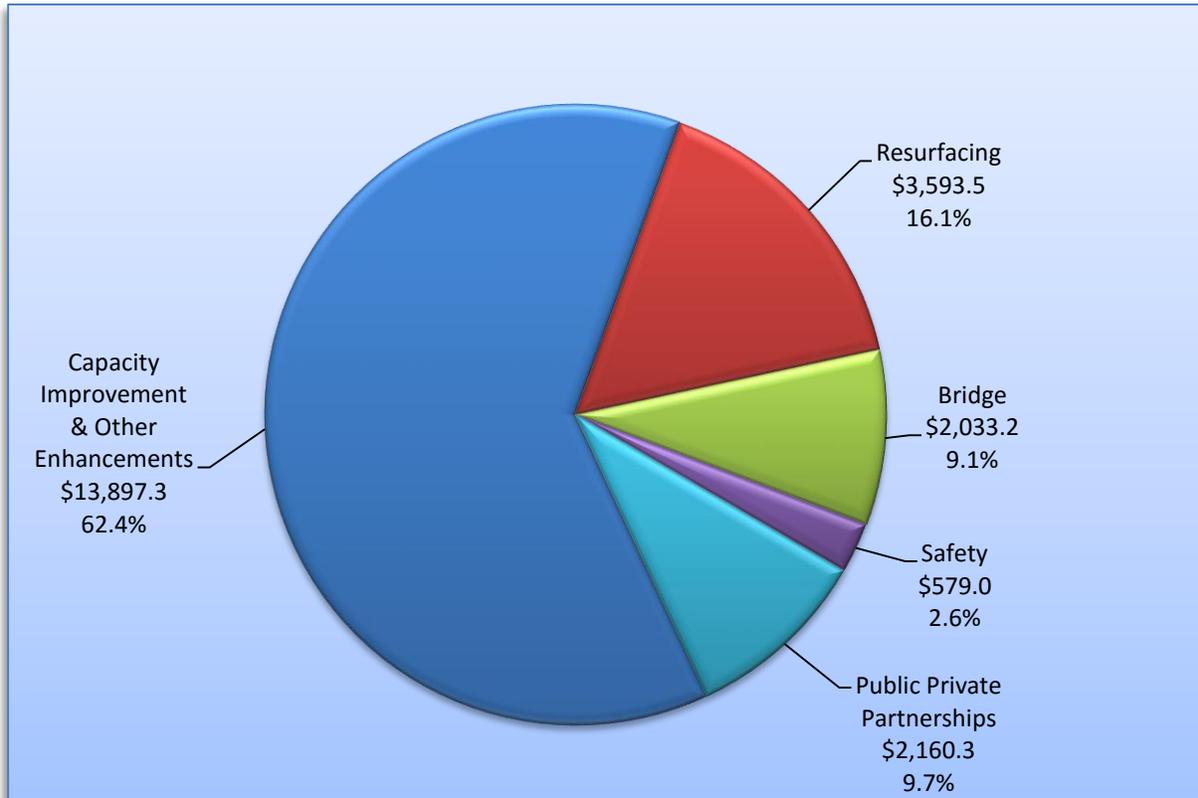
Note: *Other includes Economic Development Grants, County Incentive Grant Program, Small County Outreach Program, Small County Road Assistance Program, and Safety Grants.

1f. PRODUCT

CONSTRUCTION

\$22.263 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Capacity Improvement and Other Enhancements	\$3,080.41	\$2,982.62	\$2,337.97	\$2,632.69	\$2,863.66	\$13,897.3
Resurfacing	\$642.99	\$535.87	\$632.96	\$827.93	\$953.78	\$3,593.5
Bridge	\$300.84	\$151.02	\$1,034.59	\$271.15	\$275.61	\$2,033.2
Safety	\$120.27	\$122.64	\$99.58	\$119.28	\$117.19	\$579.0
Public Private Partnerships	\$894.04	\$428.99	\$263.49	\$361.22	\$212.59	\$2,160.3
Total	\$5,038.6	\$4,221.1	\$4,368.6	\$4,212.3	\$4,422.8	\$22,263.4

Additional Construction phases totaling \$284.2 million are contained in the Freight Logistics and Passenger Operations Intermodal Access Program.

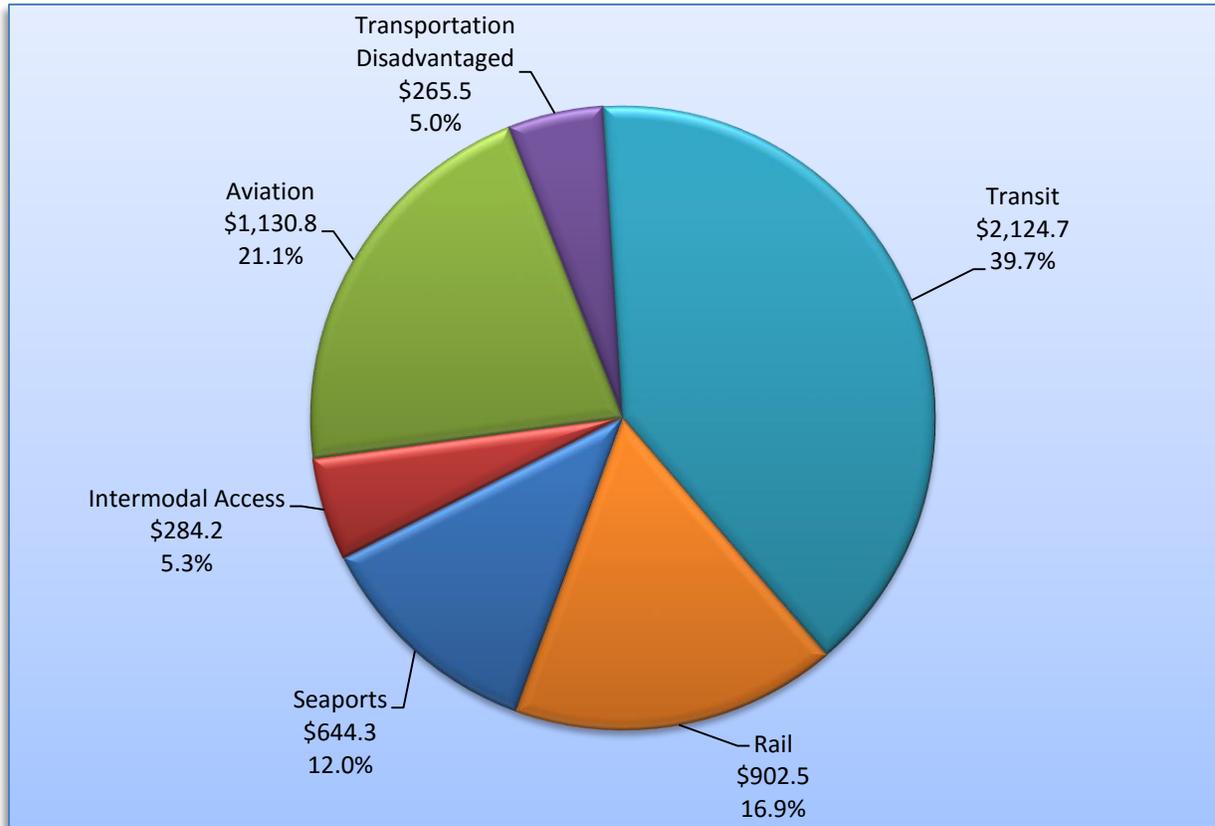
The \$579.0 million allocated to the Safety Program does not reflect the Department’s full commitment to improving safety. All “Product” categories include some measure of safety improvement due to current design standards which incorporate safety as a feature.

1g. PRODUCT

FREIGHT LOGISTICS AND PASSENGER OPERATIONS

\$5.352 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

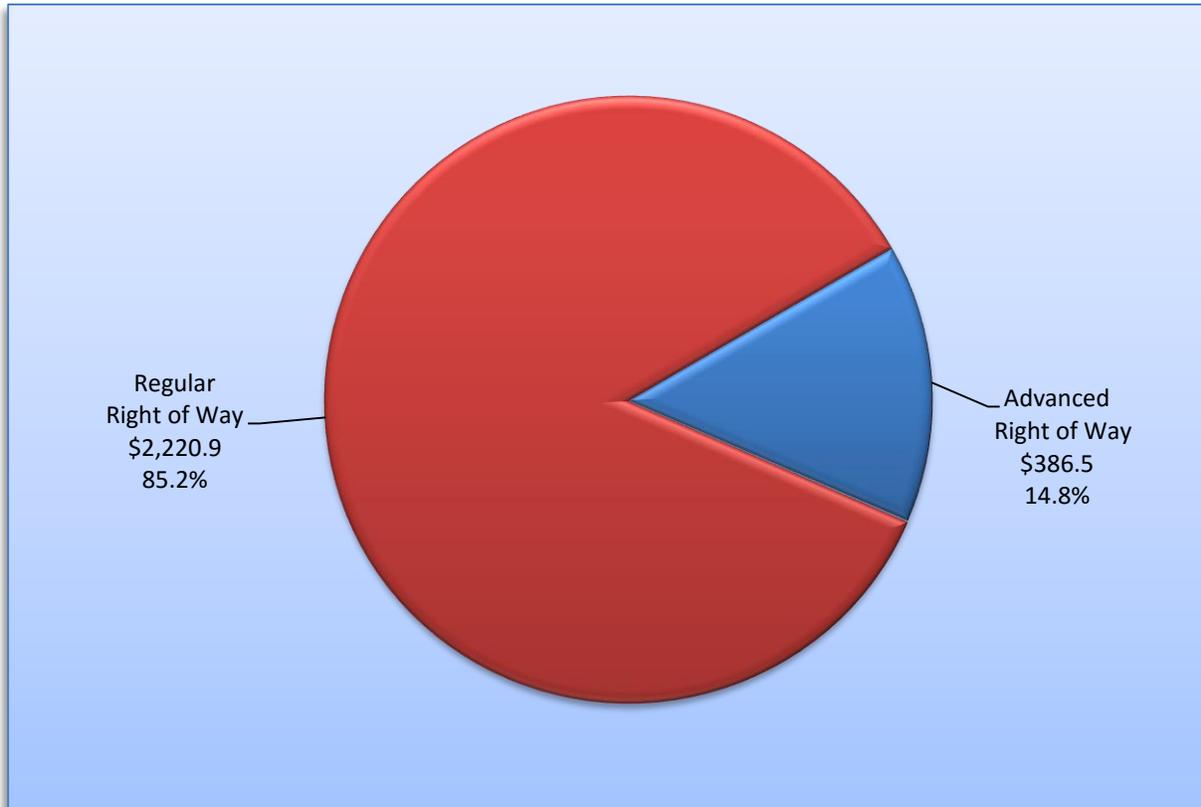
<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Seaports	\$176.55	\$129.51	\$113.87	\$117.86	\$106.52	\$644.3
Intermodal Access	\$99.68	\$47.98	\$42.25	\$46.23	\$48.04	\$284.2
Aviation	\$257.06	\$218.02	\$210.38	\$255.44	\$189.93	\$1,130.8
Trans. Disadvantaged Comm.	\$54.19	\$52.84	\$52.84	\$52.84	\$52.84	\$265.5
Transit	\$640.04	\$403.69	\$357.05	\$348.59	\$375.28	\$2,124.7
Rail	\$237.72	\$182.37	\$177.58	\$150.10	\$154.71	\$902.5
Total	\$1,465.2	\$1,034.4	\$954.0	\$971.1	\$927.3	\$5,352.0

1h. PRODUCT

RIGHT OF WAY

\$2.607 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

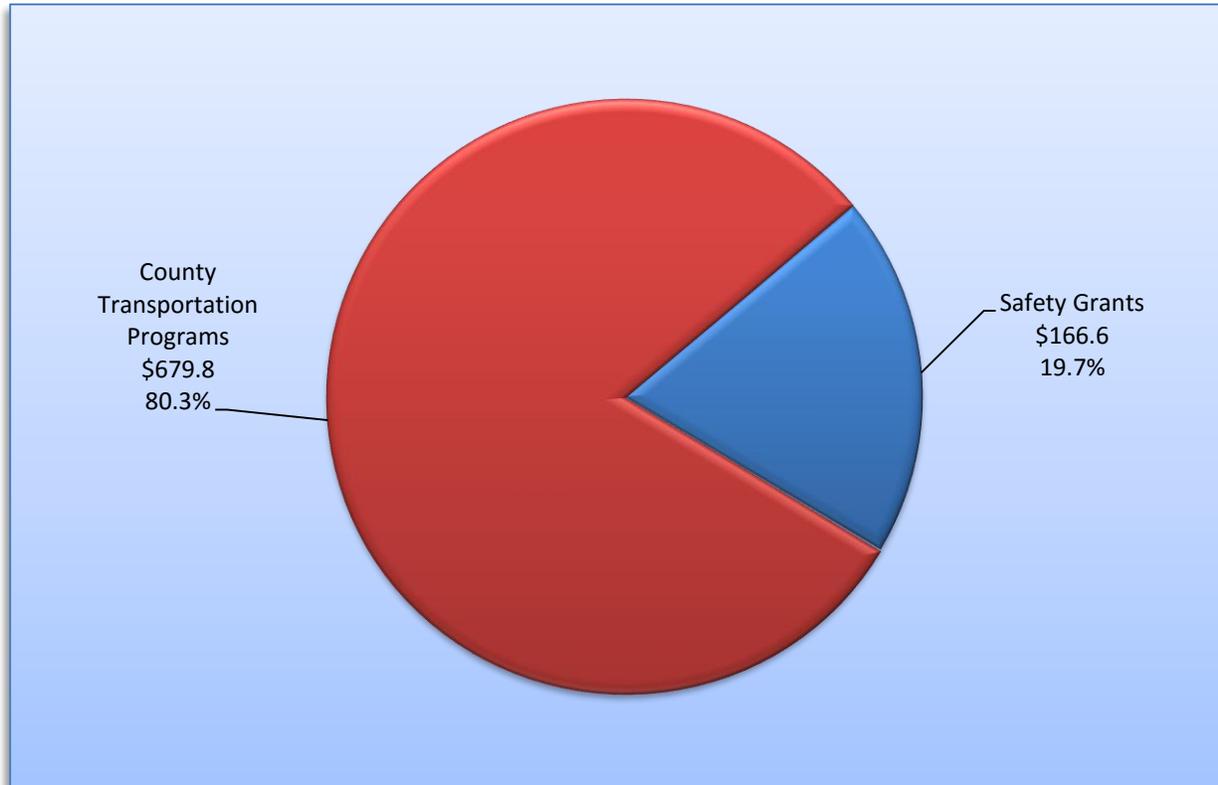
<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Advanced Right of Way	\$246.62	\$51.12	\$4.00	\$84.74	\$0.00	\$386.5
Regular Right of Way	\$486.19	\$370.34	\$401.55	\$463.10	\$499.67	\$2,220.9
Total	\$732.8	\$421.5	\$405.5	\$547.8	\$499.7	\$2,607.3

1i. PRODUCT

OTHER

\$846.4 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

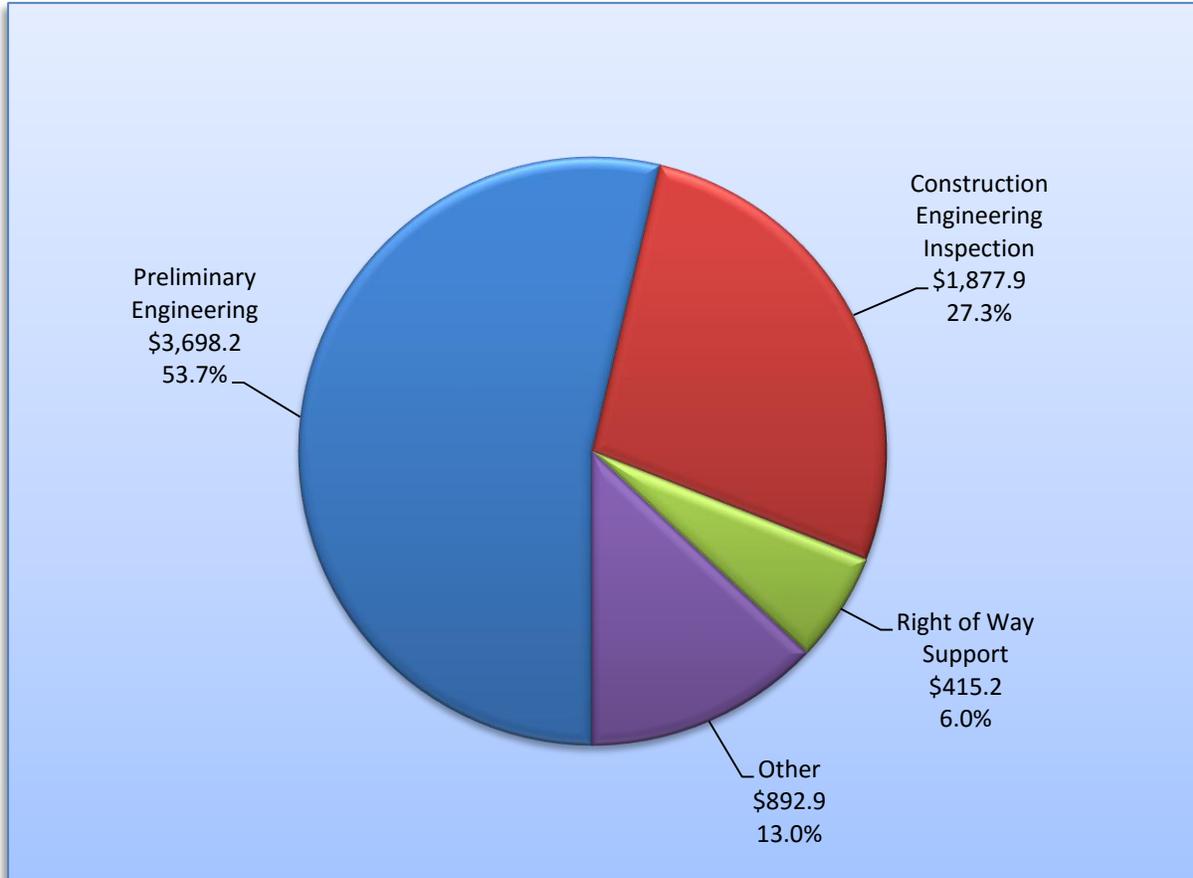
<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Safety Grants	\$44.43	\$31.90	\$30.08	\$30.20	\$29.96	\$166.6
Economic Development	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.0
County Transportation Prog.*	\$149.90	\$135.97	\$129.10	\$132.57	\$132.29	\$679.8
Transportation Outreach Prog.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.0
Total	\$194.3	\$167.9	\$159.2	\$162.8	\$162.2	\$846.4

Note: *County Transportation Programs includes the County Incentive Grant Program, Small County Outreach Program, and Small County Road Assistance Program.

1j. PRODUCT SUPPORT

\$6.884 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Preliminary Engineering	\$1,005.53	\$743.29	\$673.70	\$719.77	\$555.97	\$3,698.2
Const. Eng. Inspection	\$486.86	\$431.24	\$363.47	\$311.73	\$284.59	\$1,877.9
Right of Way Support	\$98.49	\$80.66	\$93.67	\$67.48	\$74.91	\$415.2
Other*	\$204.01	\$168.75	\$174.19	\$169.59	\$176.37	\$892.9
Total	\$1,794.9	\$1,423.9	\$1,305.0	\$1,268.6	\$1,091.8	\$6,884.3

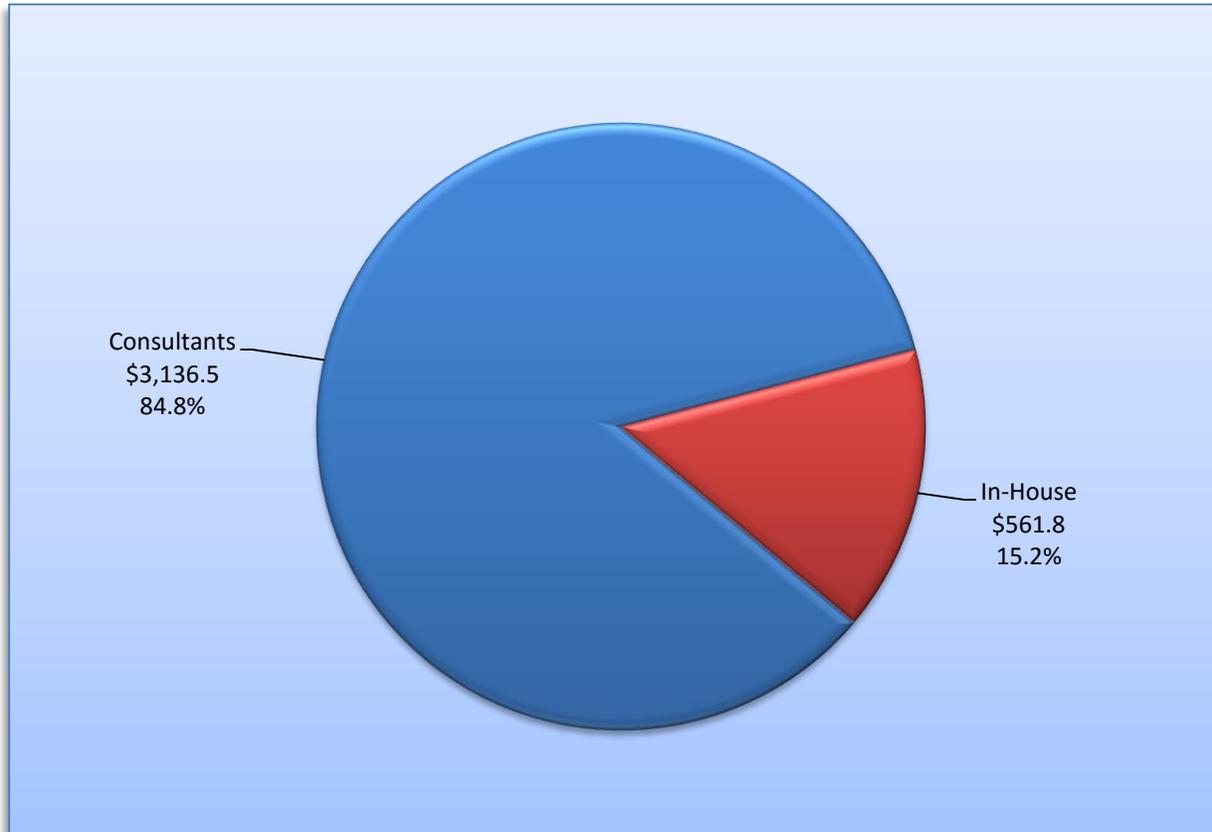
Note: *Other includes Environmental Mitigation, Materials and Research, Planning and Environment, and Public Transportation Operations support.

1k. PRODUCT SUPPORT

PRELIMINARY ENGINEERING

\$3.698 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

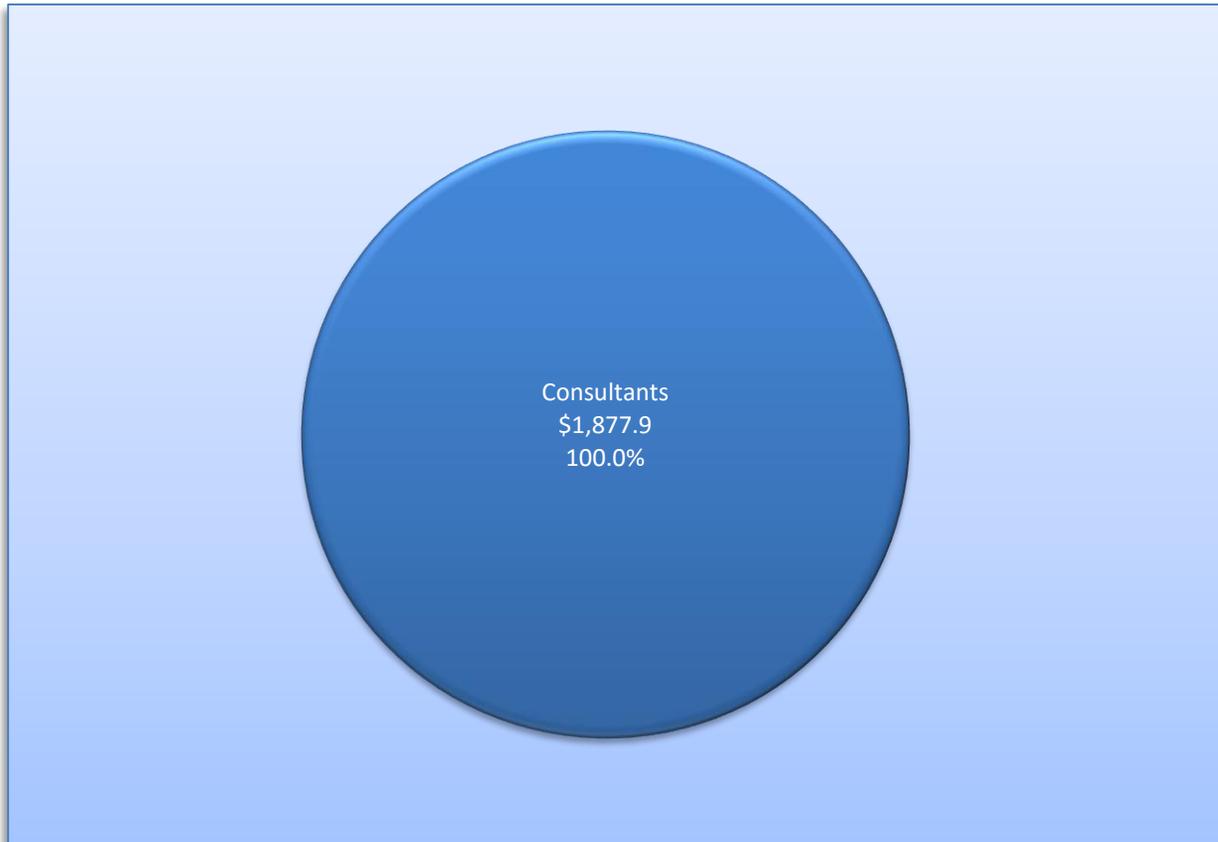
<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Consultants	\$901.81	\$635.42	\$561.52	\$603.10	\$434.63	\$3,136.5
In-House	\$103.72	\$107.87	\$112.18	\$116.67	\$121.33	\$561.8
Total	\$1,005.5	\$743.3	\$673.7	\$719.8	\$556.0	\$3,698.2

1I. PRODUCT SUPPORT

CONSTRUCTION ENGINEERING INSPECTION

\$1.878 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Consultants	\$486.86	\$431.24	\$363.47	\$311.73	\$284.59	\$1,877.9
In-House	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.0
Total	\$486.9	\$431.2	\$363.5	\$311.7	\$284.6	\$1,877.9

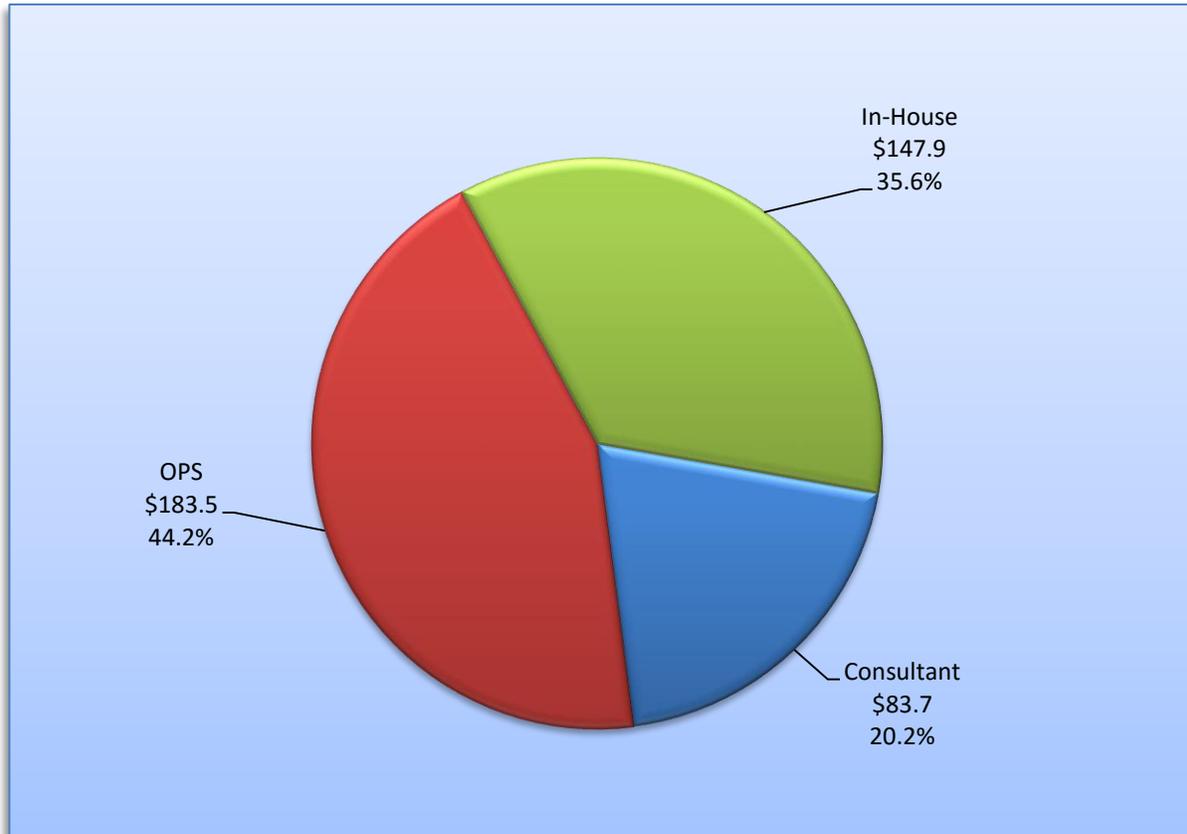
Note: Effective July 1, 2008, the In-House program component of the Construction Engineering Inspection Program Category was incorporated into the Operations and Maintenance program component of the Operations and Maintenance Program Category.

1m. PRODUCT SUPPORT

RIGHT OF WAY SUPPORT

\$415.2 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

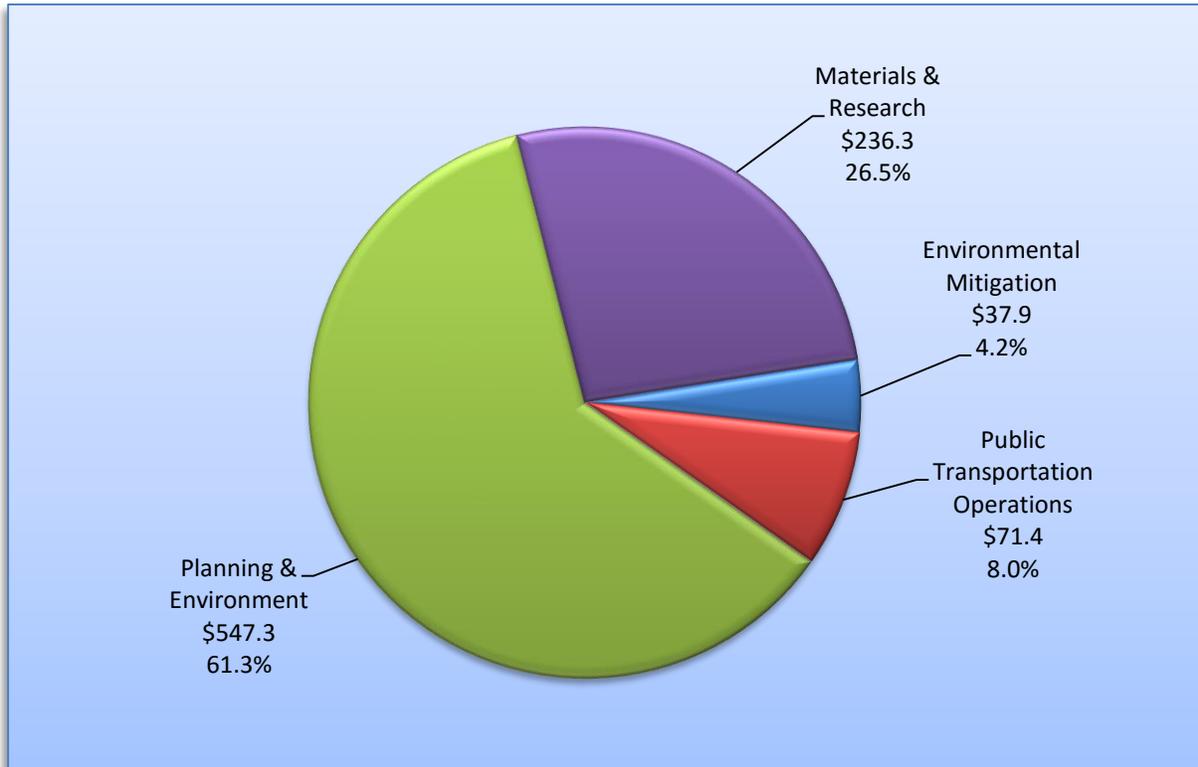
<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Consultant	\$19.24	\$15.80	\$20.80	\$11.78	\$16.13	\$83.7
OPS	\$51.94	\$36.46	\$43.33	\$24.98	\$26.83	\$183.5
In-House	\$27.31	\$28.40	\$29.54	\$30.72	\$31.95	\$147.9
Total	\$98.5	\$80.7	\$93.7	\$67.5	\$74.9	\$415.2

1n. PRODUCT SUPPORT

OTHER

\$892.9 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

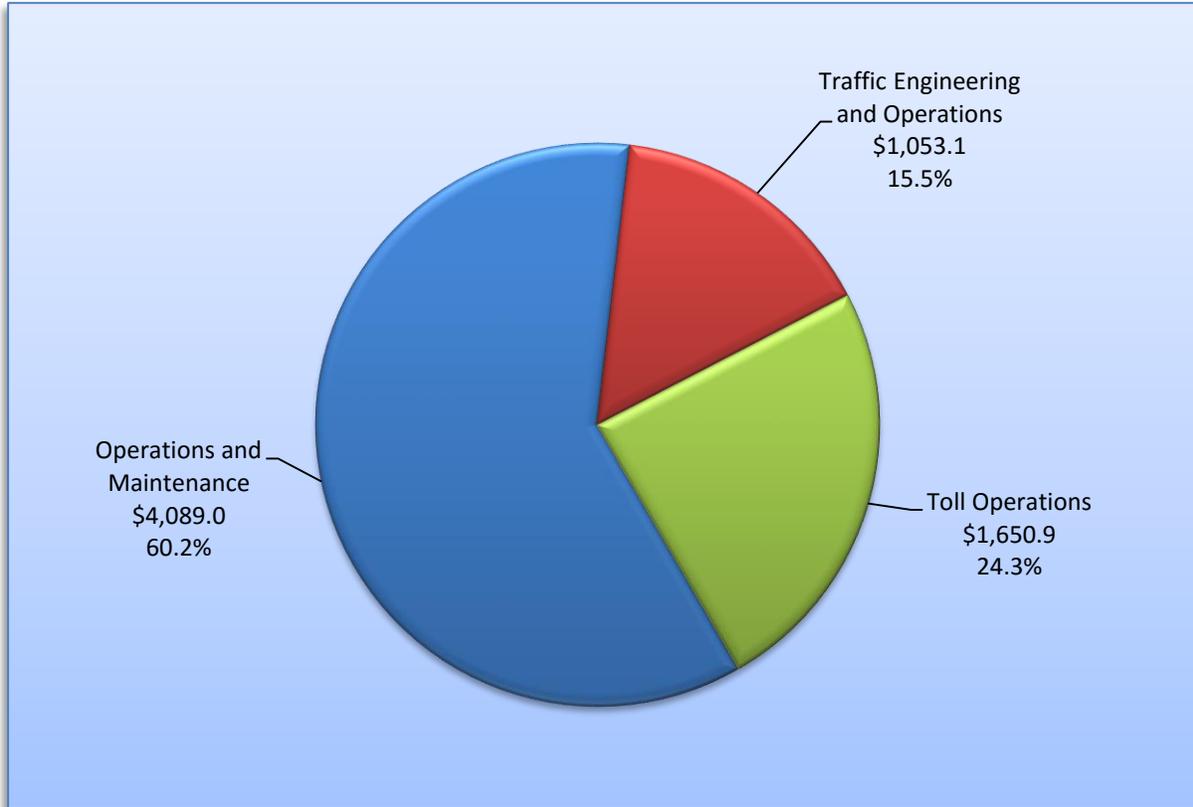
BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Environmental Mitigation	\$18.72	\$5.34	\$8.42	\$0.75	\$4.62	\$37.9
Public Transportation Ops.	\$13.18	\$13.71	\$14.26	\$14.83	\$15.42	\$71.4
Planning & Environment	\$126.55	\$104.38	\$104.69	\$105.37	\$106.33	\$547.3
Materials & Research	\$45.55	\$45.32	\$46.82	\$48.64	\$50.00	\$236.3
Total	\$204.0	\$168.8	\$174.2	\$169.6	\$176.4	\$892.9

1o. OPERATIONS & MAINTENANCE

\$6.793 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

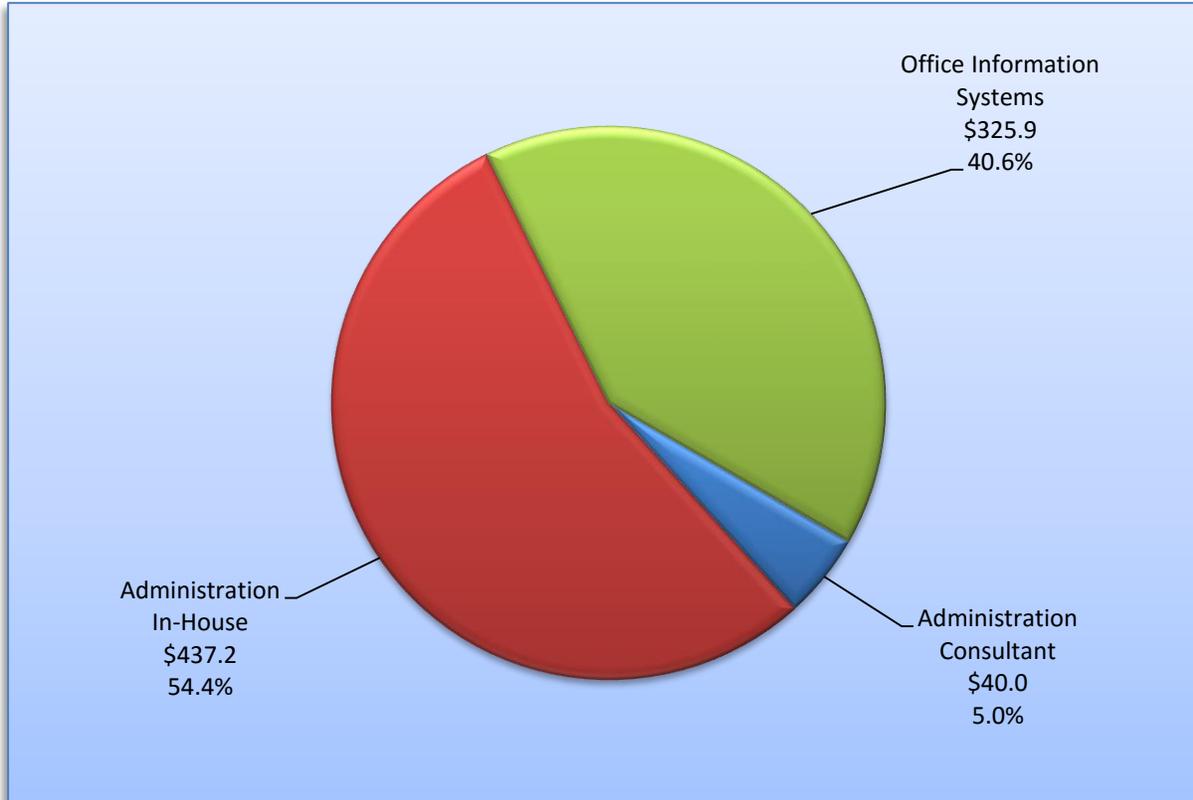
<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Operation and Maintenance	\$766.50	\$788.66	\$819.89	\$843.69	\$870.22	\$4,089.0
Traffic Engineering and Ops.	\$211.69	\$194.69	\$206.75	\$225.66	\$214.36	\$1,053.1
Toll Operations	\$329.67	\$333.16	\$328.79	\$336.19	\$323.05	\$1,650.9
Total	\$1,307.9	\$1,316.5	\$1,355.4	\$1,405.5	\$1,407.6	\$6,793.0

Note: Effective July 1, 2008, the In-House program component of the Construction Engineering Inspection Program Category was incorporated into the Operations and Maintenance program component of the Operations and Maintenance Program Category.

1p. ADMINISTRATION

\$803.2 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

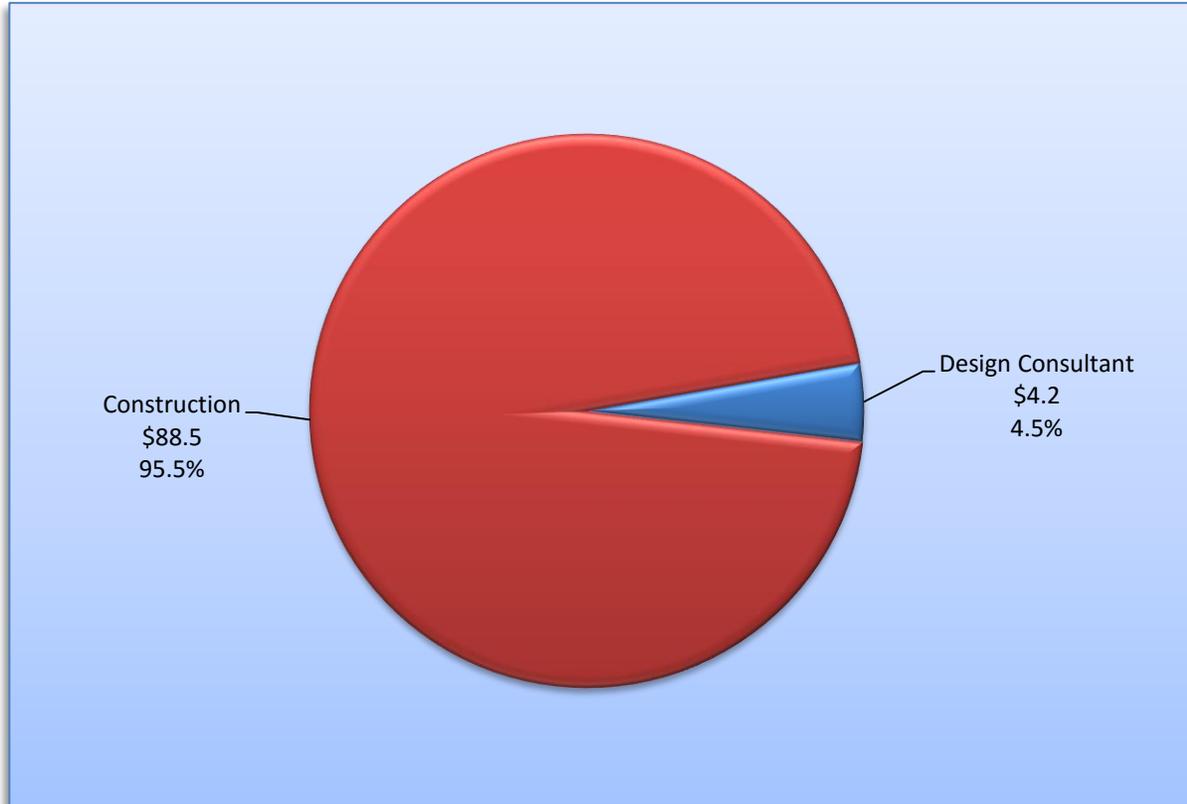
BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Administration Consultant	\$9.36	\$7.67	\$7.67	\$7.67	\$7.67	\$40.0
Administration In-House	\$80.72	\$83.95	\$87.31	\$90.80	\$94.44	\$437.2
Office Information Systems	\$60.17	\$62.58	\$65.08	\$67.68	\$70.39	\$325.9
Total	\$150.3	\$154.2	\$160.1	\$166.2	\$172.5	\$803.2

1q. FIXED CAPITAL OUTLAY

\$92.8 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Design Consultant	\$2.05	\$0.59	\$0.54	\$0.54	\$0.53	\$4.2
Construction	\$10.71	\$19.41	\$19.46	\$19.46	\$19.48	\$88.5
Total	\$12.8	\$20.0	\$20.0	\$20.0	\$20.0	\$92.8

2. FINANCIAL SOUNDNESS

KEY STATUTORY REQUIREMENTS

The tentative work program must include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan supporting the Tentative Work Program.

[s. 339.135(4)(b)4, F.S.]

The Tentative Work Program shall be based on a complete, balanced financial plan for the State Transportation Trust Fund (STTF) and other funds managed by the Department.

[s. 339.135(3)(a), F.S.]

The Department shall maintain an available cash balance equivalent to not less than \$50 million, or five percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever amount is less) at the close of each quarter. *[s. 339.135(6)(b), F.S.]*

The budget for the turnpike system shall be so planned as to provide for a cash reserve at the end of each fiscal year of not less than five percent of the unpaid balance of all turnpike system contractual obligations, excluding bond obligations, to be paid from revenues. *[s. 338.241, F.S.]*

A maximum of \$10.0 billion of bonds may be outstanding to fund approved turnpike projects.

[s. 338.2275(1), F.S.]

COMMISSION FINDINGS

The Tentative Work Program is based on a complete, balanced financial plan for the STTF.

According to the 36-month cash forecast used to develop this Tentative Work Program, the lowest end-of-quarter cash balance (in March of 2020) for the STTF is \$201.1 million, which complies with the statutory minimum. The average annual low point cash balance during the 36-month cash forecast period will be \$213.8 million, which is 2.2% of an estimated average outstanding obligation of \$9.5 *billion*.

The lowest end-of-fiscal year cash balance (in June of 2020) for the Turnpike General Reserve Fund is \$503.0 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, over \$3.38 billion of Turnpike bonds are projected to be outstanding.

2a. MAJOR FINANCIAL ASSUMPTIONS

BALANCING THE WORK PROGRAM

Unlike other state agencies, the Department is authorized to operate on a cash flow basis. It is authorized to build the work program based on a complete and balanced financial plan, meaning project phases can begin before the total amount of cash is available to fund the entire project. This allows the Department to maximize the use of funds over time and cover existing commitments as they occur. The Department can plan, budget, and commit state resources for more than one year. Because most projects take years to complete, budget does not revert back to the state at the end of the fiscal year.

The Department is charged with maintaining a balanced transportation program which is done through a five-year Annual Finance Plan and a three-year Monthly Cash Forecast. The Finance Plan and Cash Forecast are sophisticated models that convert the Program and Resource Plan, which contains project estimates and commitment authority, into projected cash disbursements and matches these disbursements against projected cash receipts. This ensures the Department's allocation of transportation dollars is fully funded by current and future transportation revenues. The Finance Plan and Cash Forecast have separate, but reliable processes of collecting the data required to develop projected receipts and disbursements, and are reconciled within a minimum tolerance. The Finance Plan and Cash Forecast are used within the Department to demonstrate the financial soundness of the Five-Year Work Program. To ensure the Department's short term financial obligations can be met throughout the year, the Cash Forecast is produced each month to reflect actual receipts and disbursements and revised assumptions due to changing economic conditions, outside influences, and modified revenue estimates.

STATE TRANSPORTATION TRUST FUND ASSUMPTIONS

Fuel Tax, Aviation Fuel and Motor Vehicle License Tag Fees, which provide the majority of transportation funding, are based on the Revenue Estimating Conference Forecast of August 2016.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act has 5 years funding (fiscal years 2016-2020) for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The Department will continue to assume a flat-line receipt of federal funding for fiscal year beginning 2021 until it knows how much it will receive under the new law.

The following amounts from documentary stamp tax receipts are projected to be deposited into the STTF as part of the growth management legislation passed in 2005, and the numbers were updated based on the Revenue Estimating Conference forecast of August 2016.

<i>Fiscal Year</i>	<i>Amount</i>
17/18	\$303.6
18/19	\$322.6
19/20	\$339.8

\$ are in Millions

Annual transfer to Right of Way Acquisition and Bridge Construction Trust Fund for debt service.

<i>Fiscal Year</i>	<i>Debt Service</i>
17/18	\$161.2
18/19	\$183.2
19/20	\$204.5

\$ are in Millions

There are \$260.0M of Grant Anticipation Revenue Vehicle (GARVEE) Bonds projected to be issued in Fiscal Years 2017/18 through 2019/20.

There is a *decrease* of \$434.4 million in long-term receivables from the following toll facilities for operating and maintenance costs through FY 2019/20: Alligator Alley, Mid Bay Bridge, Sunshine Skyway, Central Florida Expressway Authority, Tampa Hillsborough Expressway Authority, I-95 Express, I-595 Express, I-295 New Express, I-75 Express, Palmetto Express, Wekiva and Miami-Dade County Expressway (MDX) Authority.

There is an *increase* of \$313.4 million in long-term receivables from the following toll facilities for operating and maintenance costs through FY 2019/20: Garcon Point Bridge, Central Florida Expressway Authority, Tampa Hillsborough Expressway Authority, Miami-Dade County Expressway (MDX) Authority, Mid Bay Bridge, Pinellas Bayway, Alligator Alley, Sunshine Skyway, Wekiva, I-95 Express, I-75 Express, Palmetto Express, I-595 Express and I-295 Express.

The Advanced Construction (AC) Program – Statewide AC projects are converted to federal funds as needed to fund the work program based on current and projected expenditure levels. AC conversions are anticipated as follows:

FY 2017/18	FY 2018/19	FY 2019/20
\$1,923.1M	\$1,404.9M	\$1,569.1M

There are currently no federal funded State Infrastructure Bank (SIB) projects, in FY 2017/18 through FY 2019/20. There is currently one non-federal funded SIB project with a total loan of \$26.7M in FY 2017/18 through FY 2019/20.

Public Private Partnerships/SunRail:

The Work Program period contains cash flows for major projects including SunRail and nine existing Public-Private Partnerships (P3s). Combined, SunRail and P3 projects have projected expenditure payouts of \$844.7 million in FY 2017/18, \$554.5 million in FY 2018/19, and \$667.5 million in FY 2019/20. A brief description of the projects follows.

SunRail consists of a commuter rail transit project that will run along a 61-mile stretch of existing rail freight tracks in the four-county area of Orange, Seminole, Volusia and Osceola counties. SunRail is being built in two phases. Phase 1 is 32-miles from DeBary to Sand Lake Road in Orange County. Phase 2 will be built in two sections: the north section from DeBary to DeLand, and the south section from Sand Lake Road through Kissimmee to Poinciana.

Port of Miami Tunnel is a 35-year concession that consists of access improvements to and from the Port of Miami, serving as a dedicated roadway connector linking the Port with the MacArthur Causeway (SR A1A) and I-395. The project includes design and construction of a tunnel under Government Cut, roadway work on Dodge and Watson Islands and MacArthur Causeway Bridge widening. After the facility was open to traffic August 2014, the concessionaire is now responsible for operations and maintenance of the facility.

I-595 Express is a 35-year concession that consists of the reconstruction of the I-595 mainline including three reversible tolled express lanes and all associated improvements to frontage roads and ramps from the I-75/Sawgrass Expressway interchange to the I-595/I-95 interchange, for a total project length along I-595 of approximately 10.5 miles. After the facility was open to traffic March 2014, the concessionaire is now responsible for operations and maintenance of the facility.

I-95 from South of SR 406 to North of SR 44 consists of widening the existing four lanes to six lanes of I-95 for approximately 30 miles from south of SR 406 in Brevard County to north of SR 44 in Volusia County.

I-395/I-95 Projects consist of the reconstruction of Interstate 395 at the west of the I-95/Midtown Interchange (I-95/State Rd 836/I-395) to the West Channel Bridges of US 41/MacArthur Causeway. The reconstruction includes widening the roadway to include three eastbound and westbound lanes with the purpose of roadway enhancement, safety and capacity improvements. Project is currently under procurement.

Palmetto Section 5 consists of the reconstruction of a System to System Interchange between SR 826 (Palmetto Expressway) and SR 836 (Dolphin Expressway), two limited access facilities, as well as the reconstruction of SR 826 at Flagler Street and SR 836 at NW 72 Avenue interchanges.

SR 9B consists of a four lane limited access concrete pavement facility with auxiliary lanes extending from US 1 to I-95 in Duval County, Florida. The new interchange at SR 9B and I-95 will provide access from southbound SR 9B to both north and southbound I-95.

SR 79 consists of widening the existing two-lane rural roadway to a four-lane divided facility from north of Mill Branch Bridge to I-10. The project begins south of the City of Vernon and ends in the City of Bonifay traversing through both Washington and Holmes Counties.

US 19 consists of removing the traffic signals on US 19 between Whitney Road and SR 60 and replacing them with two new interchanges at Seville Boulevard and Belleair Road. The

elimination of traffic signals in this project will create uninterrupted travel from 49th Street to Sunset Point Road in Pinellas County. Motorists will be able to have easy access to local businesses with the addition of frontage roads next to US 19.

I-4 Ultimate consists of improvements for approximately 21 miles from Kirkman Road in Orange County to SR 434 in Seminole County. The project will add two Express Lanes in each direction, reconstruct existing lanes, and improve access to and from the interstate. There are numerous bridge replacements and major reconstruction at multiple interchanges including SR 434, SR 436, Maitland Blvd., SR 50, US 441, SR 408 and Kirkman Road.



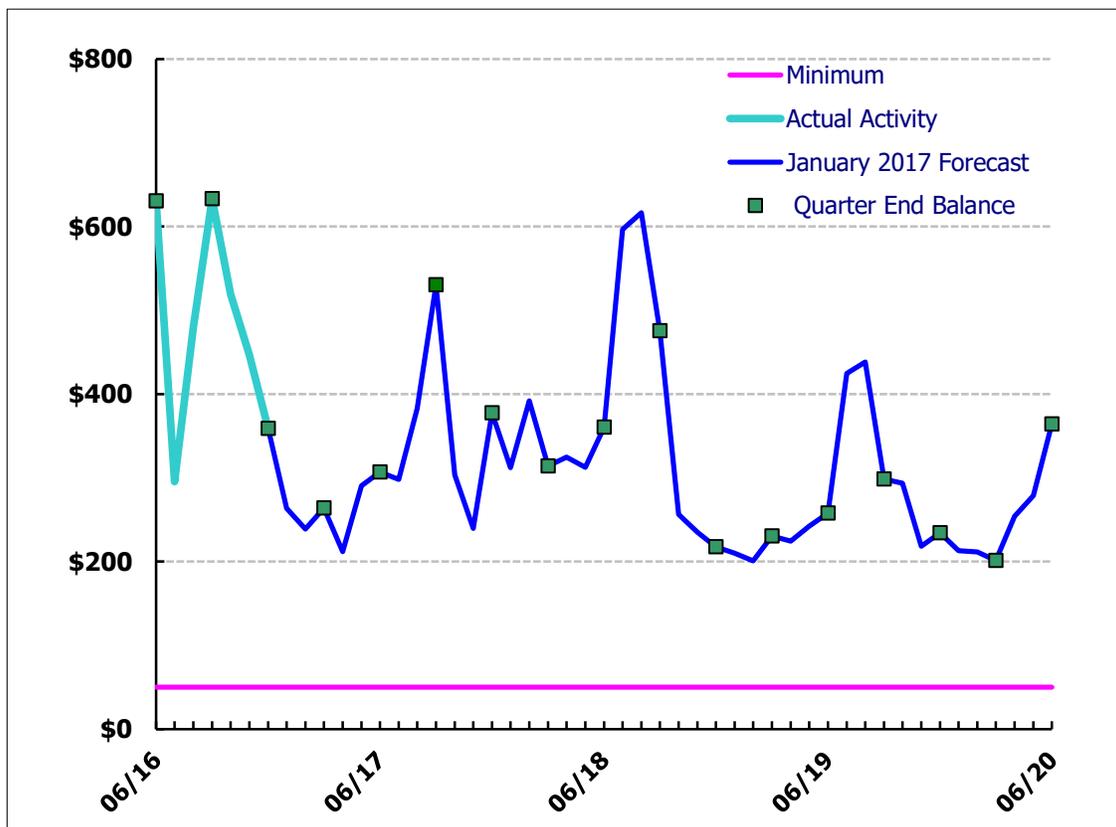
I-4 Ultimate Rendition at SR 408 – District 5

2b. CASH FORECAST

End of Quarter Cash Balances

STATE TRANSPORTATION TRUST FUND

The Department is required to submit a balanced 36-month forecast of cash and expenditures supporting the work program. The forecast method is used to maximize revenues to fund transportation projects for multiple years. The Department must maintain an available cash balance equivalent to not less than \$50 million, or five percent of the unpaid balance of all State Transportation Trust Fund (STTF) obligations (whichever amount is less) at the close of each quarter. The lowest end-of-quarter cash balance projected in the 36-month cash forecast is \$201.1 million and occurs in March of 2020.



\$ are in Millions

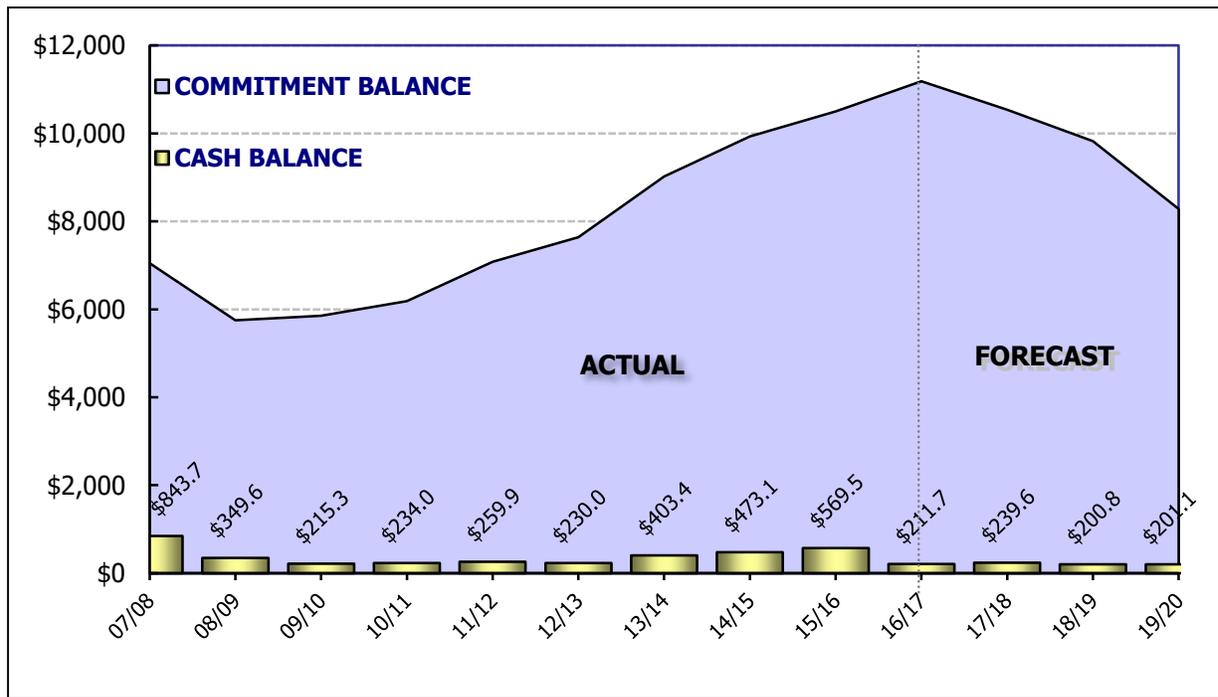
Despite the relatively high cash balances reflected in the cash forecast, the forecast reflects a work program that has been leveraged to the maximum extent possible to take advantage of opportunities to make investments in the state’s infrastructure that will stimulate the creation of jobs. The balances also reflect the new transportation financing environment; including public-private partnership payout rates which diverge from traditional models. However, the Commission has confidence in the Department’s ability to manage its cash.

2c. CASH FORECAST

Annual Low Point Cash Balance and Outstanding Obligations

STATE TRANSPORTATION TRUST FUND

The Florida Department of Transportation is the only state agency that operates on a “cash flow” basis; that is, the Department is not required to have funds “on hand” to cover all existing outstanding obligations. It may let contracts against revenue it expects to receive in the future. The chart below displays the 13 year period from FY 2007/08 through FY 2019/20 identifying the annual low point cash balances (represented by the bars) and the outstanding obligations (represented by the shaded area). During the first three years of the Tentative Work Program period of FY 2017/18 through FY 2019/20, the **average** annual low point cash balance is projected to be \$213.8 million and the **average** annual outstanding obligation is projected to be \$9.5 billion. That is, cash “on hand” is projected to average 2.2% of outstanding obligations.



\$ are in Millions

Although the Commission is confident in the Department’s ability to manage its cash, it may not be able to sustain the level of project commitments in this Tentative Work Program should any reductions of cash occur that are outside of the Department’s control.

2d. MAJOR FINANCIAL ASSUMPTIONS

TURNPIKE ENTERPRISE

TURNPIKE SYSTEM GENERAL RESERVE FUND ASSUMPTIONS

The Debt Service Coverage Ratio averages 3.11 on a net basis over Fiscal Year 17/18 through 19/20. The net basis over the 3-year period is: 3.10, 3.06, and 3.17.

Section 338.165(3) of the Florida Statutes requires the Department to index toll rates using an inflation factor, such as the CPI. Rate adjustments may be made no more frequently than annually, but no less frequently than once every five years. The current Tentative Work Plan assumes periodic indexing of toll rates.

Currently, the Turnpike has \$2.8 billion of bonds outstanding. A maximum of \$10 billion of bonds may be outstanding to fund approved projects. There is sufficient bond cap available to fully fund the new Turnpike Work Program and to provide for future capital improvements beyond the Work Program period contingent on the availability of additional revenues.

Turnpike Projects to be bond-funded during the Work Program period total \$1.4 billion and are made up of a mix of widening and expansion projects as follows: widening of the Veterans Expressway from Memorial Highway (Mile Post 3) to Gunn Highway (MP 9) in Hillsborough County, widening of the HEFT from SW 216th Street (MP 12) to State Road 836 (MP 26) in Miami-Dade County, the First Coast Expressway expansion project from I-10 to US 17 in Clay and Duval counties, and the Suncoast Parkway 2 expansion project from US 98 to SR 44 in Hernando and Citrus counties.



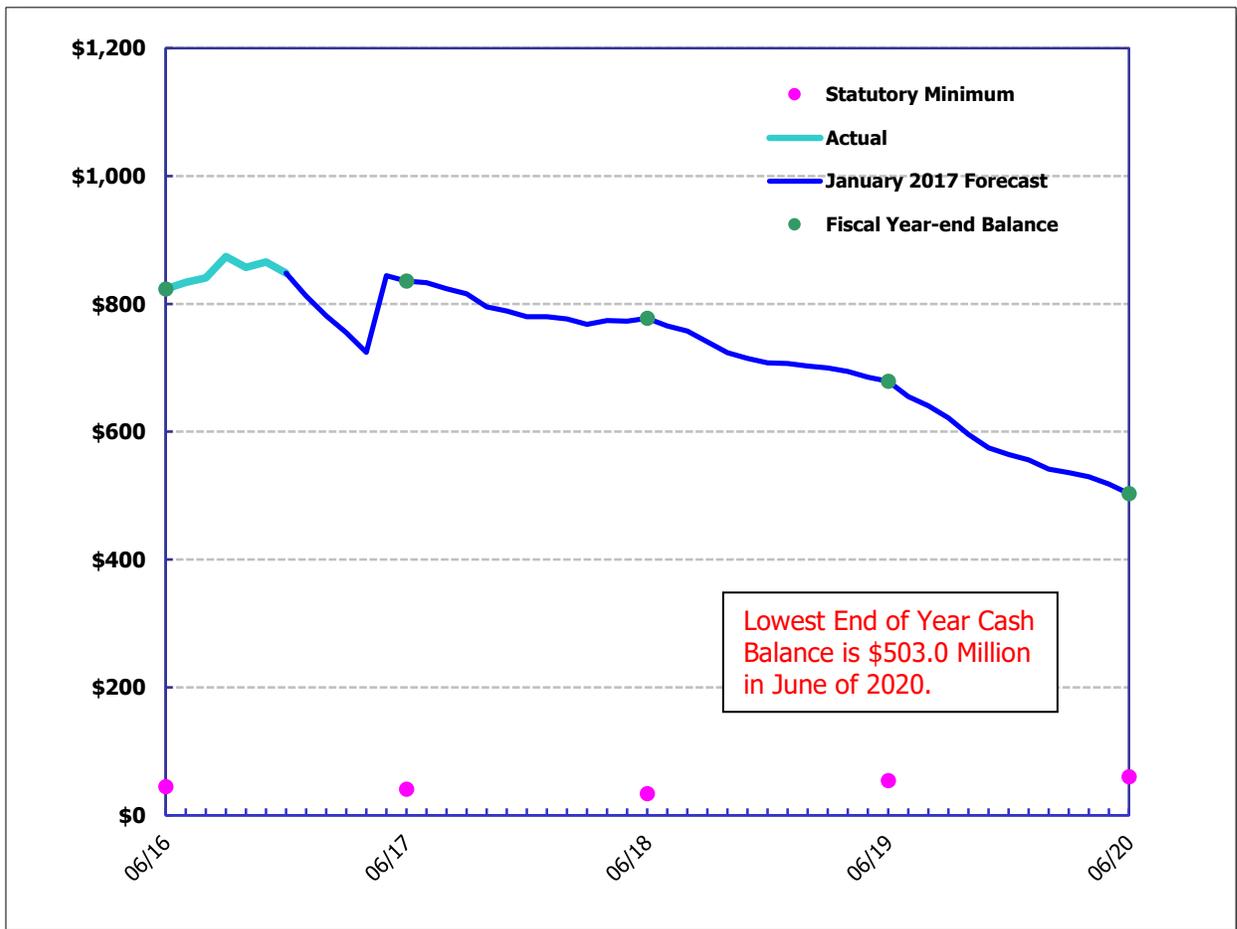
All Electronic Tolling, Phase 4A – Turnpike

2e. TURNPIKE CASH FORECAST

Fiscal Year-end Balance

TURNPIKE GENERAL RESERVE FUND

The budget for the turnpike system must be planned to ensure there is a cash reserve at the end of each fiscal year of not less than five percent of the unpaid balance of all turnpike system contractual obligations, excluding bond obligations, to be paid from revenues.



\$ are in Millions

The lowest end of year cash balance in the Turnpike General Reserve Fund is \$503.0 million and occurs in June of 2020. Five percent of unpaid Turnpike obligations at that time is estimated to be \$60.1 million. The Turnpike General Reserve Fund is projected to maintain a cash reserve at the end of each fiscal year in excess of the five percent minimum requirement.

3. OVERVIEW OF THE FLORIDA STRATEGIC INTERMODAL SYSTEM (SIS)

KEY STATUTORY REQUIREMENTS

“There is hereby created the Florida Strategic Intermodal System. For purposes of funding projects under the system, the Department shall allocate from the State Transportation Trust Fund in its program and resource plan a minimum of \$60 million each year, beginning in the 2004-2005 fiscal year. This allocation of funds is in addition to any funding provided to this system by any other provision of law.” [s. 339.61(1), F.S.]

“The Legislature further finds that our transportation system must be designed and operated in such a way that it preserves the abundance of natural and manmade amenities that have been so successful in attracting new residents, businesses, and tourists to this state. Therefore, the Legislature declares that the designation of a Strategic Intermodal System, composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship. To that end, it is the intent of the Legislature that the Strategic Intermodal System consists of transportation facilities that meet a strategic and essential state interest and that limited resources available for the implementation of statewide and interregional transportation priorities be focused on that system.” [s. 339.61(2), F.S.]

“...the Department shall allocate at least 50 percent of any *new* discretionary highway capacity funds to the Florida Strategic Intermodal System created pursuant to s. 339.61. Any remaining new discretionary highway capacity funds shall be allocated to the districts for new construction as provided in subparagraph 1. For the purposes of this subparagraph, the term "new discretionary highway capacity funds" means any funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.” [s. 339.135(4)(a)2, F.S.]

COMMISSION FINDINGS

Established by the 2003 Legislature, the SIS is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. It includes the state's largest and most significant commercial service airports, the spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of our travelers and visitors, supports the movement of freight, and provides transportation links to external markets. There is also a secondary designation for “emerging SIS” facilities which do not currently meet adopted SIS criteria, but are experiencing growing levels of activity.

The SIS carries more than 99% of all enplaned commercial air passengers and cargo in the state, 100% of all waterborne freight tonnage and cruise passengers, 99% of all freight moving on the rail system, 89% of all interregional rail passengers, and more than 70% of all truck traffic and 54% of total traffic on the State Highway System.

Unfunded needs on the SIS were identified in the 2040 SIS Multi-Modal Unfunded Needs Plan (October 2011) as \$131.2 billion (in 2010 dollars).

In accordance with s. 339.61(1), F.S., the Department has allocated \$60 million in each of the five years of the Tentative Work Program period which meets the minimum criteria.

Section 339.135(4)(a)2, F.S., requires the Department to allocate at least 50 percent of any *new* discretionary highway capacity funds to the SIS. In addition, the Department has adopted an enhanced investment policy, reflecting the Legislature's designation of the SIS as the state's highest transportation capacity investment priority, which provides for the allocation of 75 percent of any *new* discretionary highway capacity funds to projects on the SIS and Emerging SIS facilities. The Revenue Estimating Conference has forecasted increased revenues for transportation. The Department has identified \$677.0 million in new discretionary capacity funds, and has allocated \$507.8 million (75 percent) to the SIS in this Tentative Work Program.

The Tentative Work Program has a total of \$14.9 billion programmed on the SIS for capacity improvements. Of this \$14.9 billion, \$14.0 billion is programmed for highway capacity improvements, \$296.3 million for aviation, \$429.4 million for seaports, \$142.1 million for rail, \$94.5 million for intermodal capacity improvements and \$15.6 million for new starts transit projects. The charts on the following pages are based on programmed commitment levels over the five years of this Tentative Work Program. The Department operates on a *commitment budget*. That is, the appropriations received from the legislature each year are for the planned commitment of funds. The actual disbursement of the committed funds may occur over a period of months or years. The total investment in the SIS since its designation on July 1, 2003 has been \$32.1 billion.

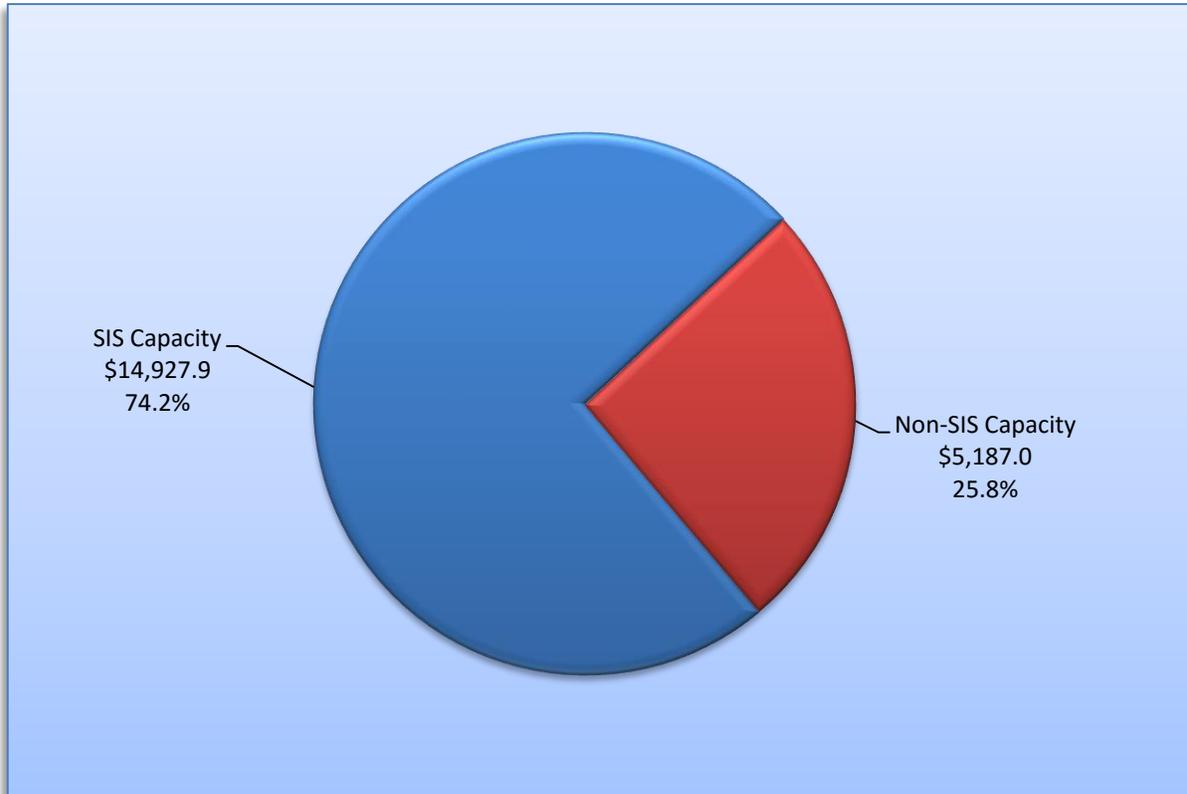
The Department adopted the 2010 Strategic Intermodal System Strategic Plan on January 29, 2010, which sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. This Plan is currently being revised.

Detailed district SIS maps and corresponding project lists are presented in Appendix B of this report.

3a. THE FLORIDA STRATEGIC INTERMODAL SYSTEM PROGRAM (SIS)

TOTAL CAPACITY IMPROVEMENTS AND OTHER ENHANCEMENTS
\$20.115 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

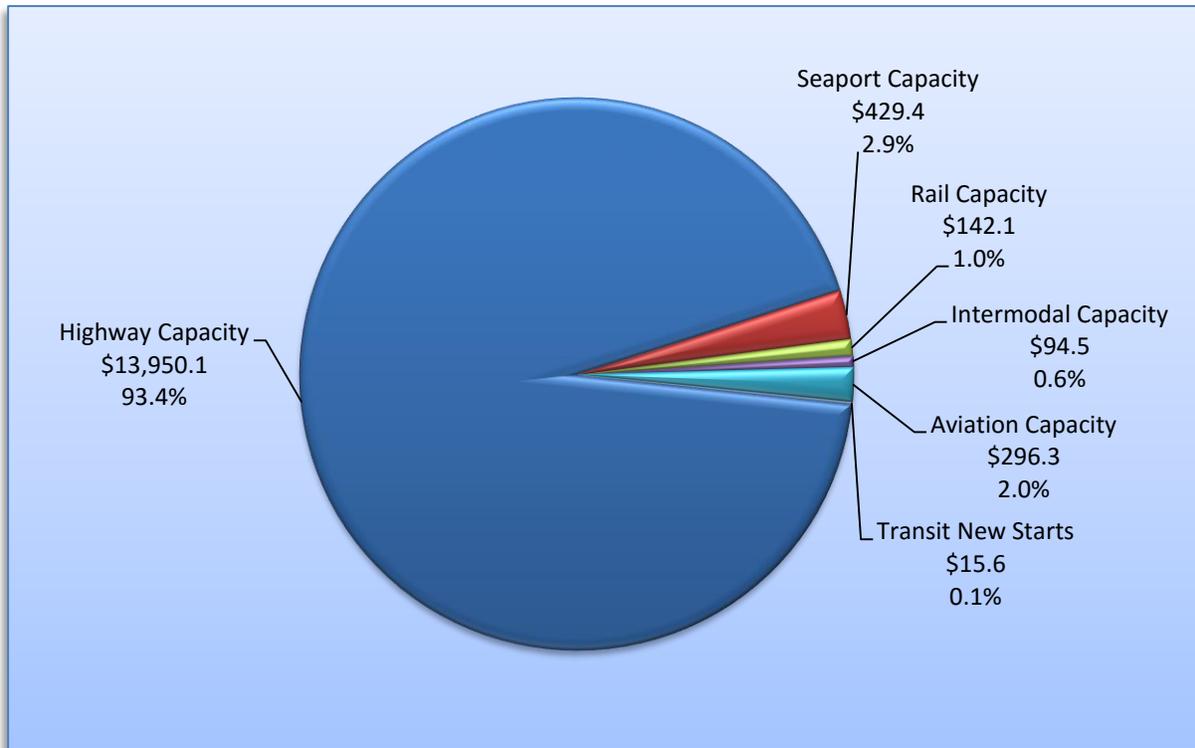
BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
SIS Capacity	\$4,058.76	\$3,022.23	\$2,367.19	\$2,803.10	\$2,676.66	\$14,927.9
Non-SIS Capacity	\$1,249.38	\$1,097.95	\$857.09	\$946.58	\$1,035.99	\$5,187.0
Total	\$5,308.1	\$4,120.2	\$3,224.3	\$3,749.7	\$3,712.7	\$20,114.9

3b. THE FLORIDA STRATEGIC INTERMODAL SYSTEM PROGRAM (SIS)

SIS CAPACITY IMPROVEMENTS BY PROGRAM FUND
\$14.928 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

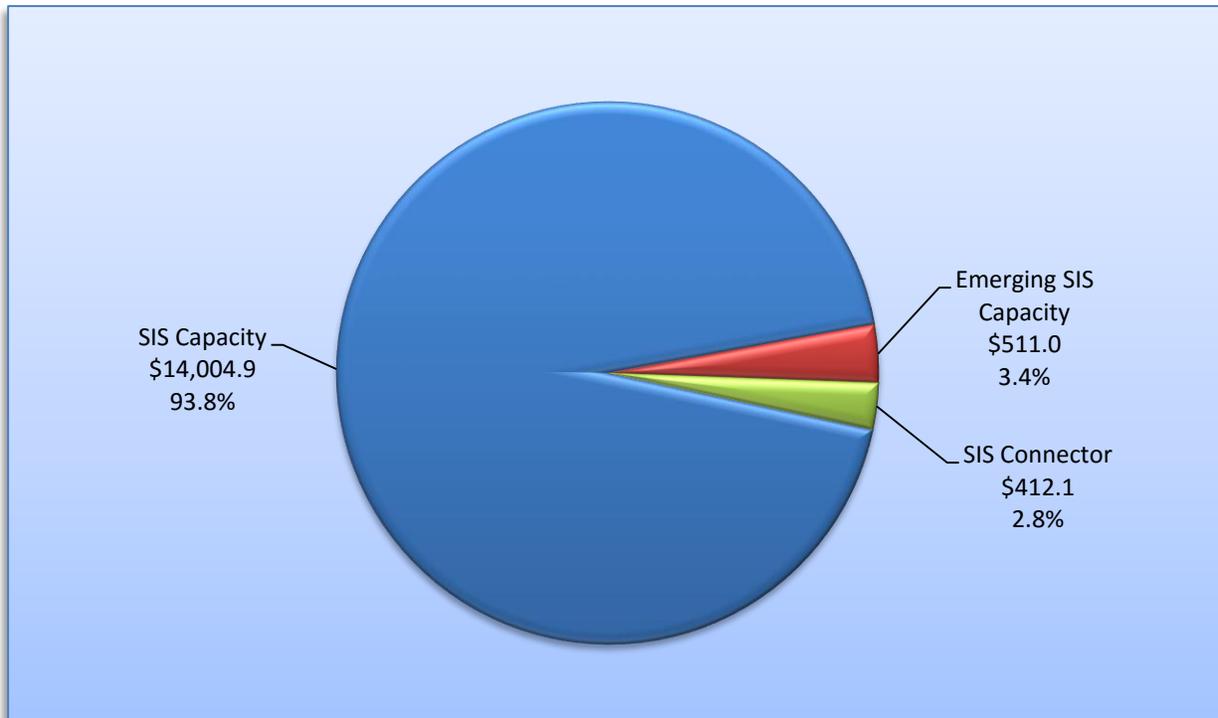
BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Aviation Capacity	\$91.87	\$66.07	\$35.16	\$77.08	\$26.13	\$296.3
Seaport Capacity	\$138.03	\$94.19	\$75.80	\$67.24	\$54.12	\$429.4
Rail Capacity	\$34.84	\$29.61	\$44.12	\$20.27	\$13.25	\$142.1
Intermodal Capacity	\$61.83	\$8.73	\$9.40	\$9.88	\$4.67	\$94.5
Highway Capacity	\$3,732.12	\$2,808.15	\$2,202.71	\$2,628.63	\$2,578.49	\$13,950.1
Transit New Starts	\$0.07	\$15.48	\$0.00	\$0.00	\$0.00	\$15.6
Total	\$4,058.8	\$3,022.2	\$2,367.2	\$2,803.1	\$2,676.7	\$14,927.9

3c. THE FLORIDA STRATEGIC INTERMODAL SYSTEM PROGRAM (SIS)

SIS CAPACITY IMPROVEMENTS – SIS vs. EMERGING SIS
\$14.928 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
SIS Capacity	\$3,804.52	\$2,886.41	\$2,121.14	\$2,617.30	\$2,575.51	\$14,004.9
Emerging SIS Capacity	\$135.55	\$66.13	\$187.24	\$88.83	\$33.24	\$511.0
SIS Connector	\$118.69	\$69.69	\$58.81	\$96.97	\$67.91	\$412.1
Total	\$4,058.8	\$3,022.2	\$2,367.2	\$2,803.1	\$2,676.7	\$14,927.9

4. OVERVIEW OF THE INTERMODAL DEVELOPMENT PROGRAM

PROGRAM

KEY STATUTORY REQUIREMENTS

Created within the Department of Transportation is the Intermodal Development Program which is to provide for major capital investments in fixed-guideway transportation systems, access to seaports, airports and other transportation terminals, providing for the construction of intermodal or multimodal terminals; and to otherwise facilitate the intermodal or multimodal movement of people and goods. *[s. 341.053(1), F.S.]*

The Department is authorized to fund projects within the Intermodal Development Program, which are consistent, to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the project is located. *[s. 341.053(6), F.S.]*

COMISSION FINDINGS

The Tentative Work Program has a total of \$281.6 million programmed for the Intermodal Development Program. Of that total, \$3.7 million is programmed for rail access, \$2.9 million for port access, \$19.1 million for airport access, \$173.2 million for multimodal terminals, \$32.0 million for transit, and \$50.7 million for future projects.

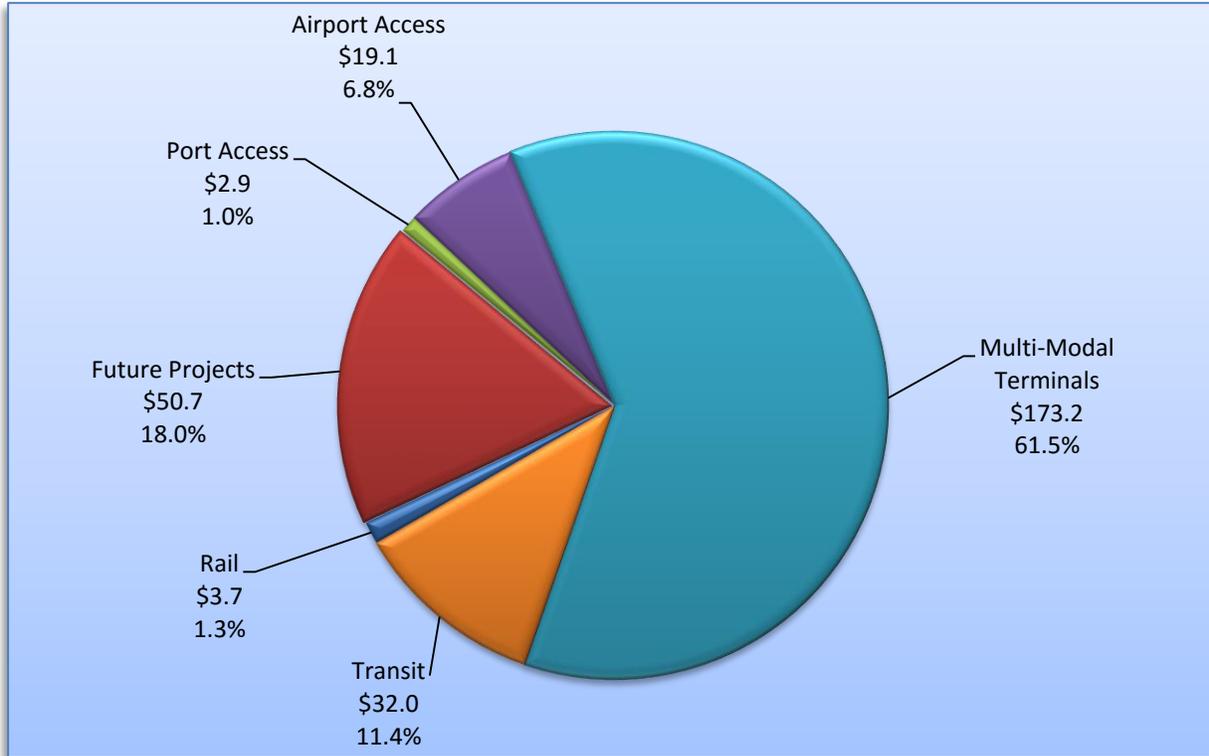


Miami Metromover

4a. INTERMODAL DEVELOPMENT PROGRAM

\$281.6 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	17/18	18/19	19/20	20/21	21/22	Total
Rail	\$0.0	\$0.0	\$0.0	\$0.0	\$3.7	\$3.7
Future Projects	\$8.7	\$14.6	\$13.4	\$12.2	\$1.8	\$50.7
Port Access	\$1.4	\$1.5	\$0.0	\$0.0	\$0.0	\$2.9
Airport Access	\$6.4	\$6.8	\$3.1	\$1.6	\$1.1	\$19.1
Multi-Modal Terminals	\$76.0	\$14.2	\$22.0	\$28.3	\$32.7	\$173.2
Transit	\$7.3	\$8.8	\$4.7	\$4.1	\$7.1	\$32.0
Total	\$99.9	\$46.0	\$43.2	\$46.2	\$46.4	\$281.6

4b. SIGNIFICANT INTERMODAL PROJECTS

Projects over \$1,000,000

Fiscal Year	District	Item	Phase	Fund Source	Project Estimate	Description of Project	Scope of Work
2018	01	431414-1	94	State	6,000,000	ROSA PARKS DOWNTOWN INTERMODAL CAPACITY IMPROVEMENTS	INTERMODAL HUB CAPACITY
2018	01	438751-1	94	State	1,827,245	LEETRAN	PARK AND RIDE LOTS
2018	03	425617-2	94	State	1,001,250	BOB SIKES AIRPORT CONSTRUCT ACCESS ROADWAY	AVIATION PRESERVATION PROJECT
2018	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2018	04	437970-1	94	State	4,500,000	FT.LAUDERDALE/HOLLYWOOD INTERNATIONAL A/P, REHAB RUNWAY 10L-28R(NORTH)	AVIATION PRESERVATION PROJECT
2018	06	251684-6	32 & 52	Federal	24,997,827	GOLDEN GLADES MULTI- MODAL TERMINAL	INTERMODAL HUB CAPACITY
			52	State	16,429,134		
2018	06	438749-1	94	State	2,500,000	DTPW/MDT - TRANSIT CONNECTOR FROM MIAMI TO MIAMI BEACH	PTO STUDIES
2018	06	439218-1	32 & 62	State	1,800,000	DISTRICTWIDE GENERAL ENGINEERING CONSULTANT FOR MODAL	PRELIMINARY ENGINEERING
2018	06	439334-1	14	Federal	3,712,640	MIAMI-DADE MPO FY 2016/2017-2017/2018 UPWP	TRANSPORTATION PLANNING
2018	07	440336-1	94	State	1,433,941	PORT TAMPA BAY - PORT SUTTON INTERMODAL IMPROVEMENTS	SEAPORT CAPACITY PROJECT
2018	31	412994-2	22 & 32	State	2,832,566	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
2018 Total					68,782,995		
2019	01	438836-1	94	State	1,300,000	LAKELAND LINDER REG ARPT SITE PREP/UTILITY INSTALL @ INTERMODAL CENTER	AVIATION CAPACITY PROJECT
2019	03	425617-2	94	State	1,035,820	BOB SIKES AIRPORT CONSTRUCT ACCESS ROADWAY	AVIATION PRESERVATION PROJECT
2019	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2019	04	437970-5	94	State	4,500,000	FT.LAUDERDALE/HOLLYWOOD INTERNATIONAL A/P, REHAB RUNWAY 10L-28R(NORTH)	AVIATION PRESERVATION PROJECT
2019	06	435381-1	94	State	2,721,965	MDT - PALMETTO INTERMODAL TERMINAL	INTERMODAL HUB CAPACITY
2019	06	437143-1	94	State	5,000,000	DOLPHIN STATION AT HEFT AND NW 12TH STREET	PARK AND RIDE LOTS
2019	06	437782-1	32	Federal	4,069,107	SR 968/FLAGLER ST FROM SR 821/HEFT TO SR 5/BISCAYNE BLVD (BRT STUDY)	PD&E/EMO STUDY
2019	06	437784-1	32	Federal	4,069,107	SR 94/KENDALL DR FROM SR 997/KROME AVE TO SR 5/S DIXIE HWY (BRT STUDY)	PD&E/EMO STUDY
2019	06	438076-1	32	Federal	4,069,107	SR 9/NW 27 AVE FROM MIA INTRMDAL CTR TO NW 215 ST/UNITY STN(PTC STUDY)	PD&E/EMO STUDY
2019	06	439218-1	32 & 62	State	1,800,000	DISTRICTWIDE GENERAL ENGINEERING CONSULTANT FOR MODAL	PRELIMINARY ENGINEERING
2019	07	440335-1	94	State	1,499,908	PORT TAMPA BAY - HOOKERS POINT INTERMODAL IMPROVEMENTS	SEAPORT CAPACITY PROJECT
2019	31	412994-2	22	State	1,000,000	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
2019 Total					32,813,406		

2020	01	438836-1	94	State	1,400,000	LAKELAND LINDER REG ARPT SITE PREP/UTILITY INSTALL @ INTERMODAL CENTER	AVIATION CAPACITY PROJECT
2020	03	425635-3	94	State	1,071,393	DEFUNIAK SPRINGS AIRPORT CONSTRUCT TERMINAL BUILDING	AVIATION REVENUE/OPERATIONAL
2020	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2020	06	439218-1	32 & 62	State	1,800,000	DISTRICTWIDE GENERAL ENGINEERING CONSULTANT FOR MODAL	PRELIMINARY ENGINEERING
2020	06	435381-1	94	Federal & State	1,735,331	MDT - PALMETTO INTERMODAL TERMINAL	INTERMODAL HUB CAPACITY
2020	07	440709-1	84	State	2,171,419	REGIONAL INTERMODAL ACCESS IMPROVEMENTS	INTERMODAL HUB CAPACITY
2020	31	412994-2	22 & 32	State	3,700,000	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
2020 Total					13,626,535		
2021	03	422301-8	94	State	1,107,997	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION	AVIATION REVENUE/OPERATIONAL
2021	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2021	5 & 31	412994-2	22 & 32	State	4,062,084	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
2021	06	439218-1	32 & 62	State	1,800,000	DISTRICTWIDE GENERAL ENGINEERING CONSULTANT FOR MODAL	PRELIMINARY ENGINEERING
2021 Total					8,718,473		
2022	06	439218-1	32 & 62	State	1,800,000	DISTRICTWIDE GENERAL ENGINEERING CONSULTANT FOR MODAL	PRELIMINARY ENGINEERING
2022 Total					1,800,000		



Sunrail Service – District Five

5. STABILITY OF PROJECT SCHEDULES

KEY STATUTORY REQUIREMENTS

The Department shall stabilize the work program to ensure the timely and systematic completion of projects. *[s. 337.015(4), F.S.]*

The Department shall minimize changes and adjustments that affect the scheduling of project phases in the four common fiscal years contained in the previous adopted work program and the tentative work program. *[s. 339.135(4)(b)3, F.S.]*

The Department shall advance by one fiscal year all projects included in the second year of the previous year's adopted work program. *[s. 339.135(4)(b)3, F.S.]*

It is the intent of the Legislature that the first three years of the adopted work program stand as the commitment of the state to undertake transportation projects that local governments may rely on for planning and concurrency purposes and in the development and amendment of the capital improvements elements of their local government comprehensive plans. *[s. 339.135(4)(b)3, F.S.]*

COMMISSION FINDINGS

For the four common fiscal years (2017/18 to 2020/21) changes from the Adopted Work Program to the Tentative Work Program were as follows: 89.80% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (FDOT objective is at least 80%); 6.01% of project phases were deferred to a later fiscal year within the four common fiscal years or moved out to a fiscal year beyond FY 2020/21; and 4.20% of project phases were deleted. Stability of the individual districts and Turnpike/Rail Enterprise Work Programs ranged from 77.90% to 98.37%. *Note: The Stability Report includes construction, right of way land, and freight logistics and passenger operations product phases only.*

For the four common fiscal years, 91.88% of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the four common fiscal years, 85.64% of Freight Logistics and Passenger Operations project phases experienced no change in schedule or were advanced to an earlier fiscal year.

Compared to last year's Tentative Work Program, stability of this Tentative Work Program increased by 1.52 percentage points (from 88.28% last year to 89.80% this year).

If those project phases deferred, deleted, or moved out at the request of local governments or other funding entities are excluded from the analysis, then 95.7% of project phases experienced no change in schedule or were advanced to an earlier year. For the 175 projects deferred, deleted, or moved out of the work program, 57.7% were due to external influences, 20.6% to production/RW schedule changes, 8.6% to Department priority changes, 7.4% to estimate increases, and the remaining 5.7% for other various reasons.

5a. STABILITY REPORT

CHANGES FROM ADOPTED WORK PROGRAM TO THE TENTATIVE WORK PROGRAM

(Construction, Right of Way Land, and Freight Logistics and Passenger Operations Phases Only)

SUMMARY TOTAL

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes/Advances	1,541	89.80%
	Defers	77	4.49%
	Deletions	72	4.20%
	Moved Out	26	1.52%
Total		1,716	100.00%

ROADS AND BRIDGES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes/Advances	1,052	91.88%
	Defers	59	5.15%
	Deletions	18	1.57%
	Moved Out	16	1.40%
Total		1,145	100.00%

FREIGHT LOGISTICS AND PASSENGER OPERATIONS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes/Advances	489	85.64%
	Defers	18	3.15%
	Deletions	54	9.46%
	Moved Out	10	1.75%
Total		571	100.00%

LEGEND:

NO CHANGES: No change in scheduled fiscal year.

ADVANCES: Advanced to an earlier fiscal year.

DEFERS: Deferred to a later fiscal year, but remained in the four common fiscal years.

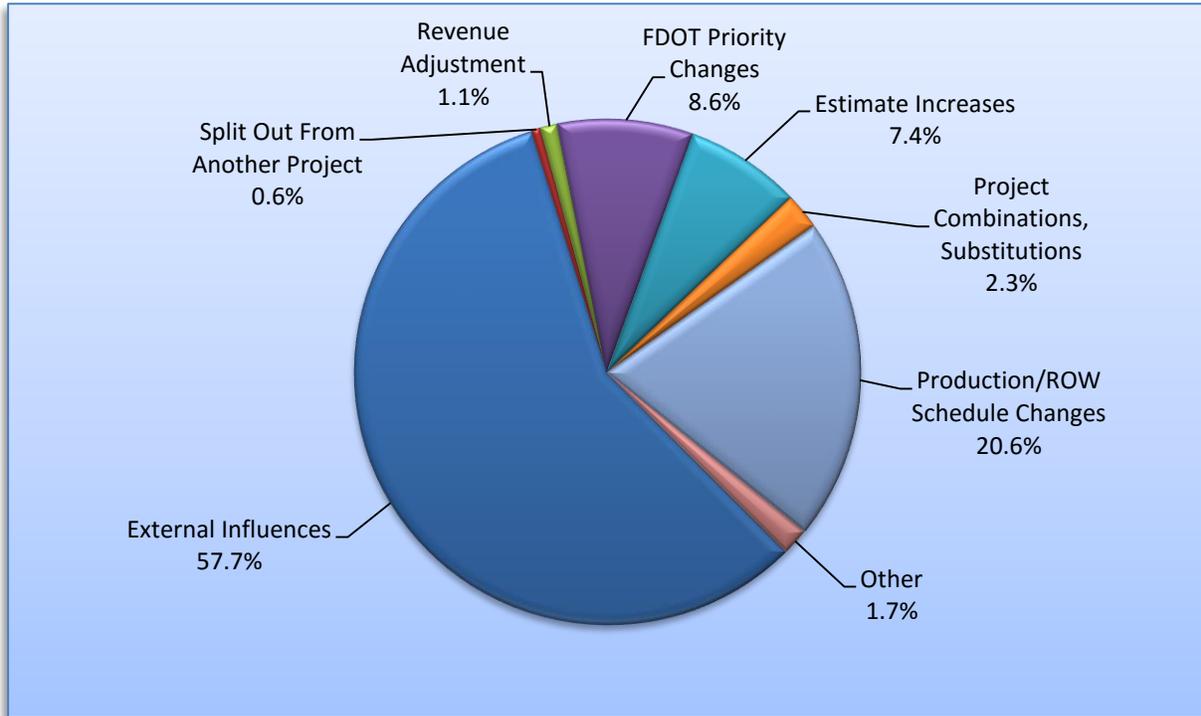
DELETIONS: Deleted from Tentative Work Program or moved out to a year beyond the Tentative Work Program.

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5b. STABILITY REPORT

STATEWIDE WORK PROGRAM

REASONS FOR 175 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	1,460	85.08%
	Advances	81	4.72%
	Defers	77	4.49%
	Deletions	72	4.20%
	Moved Out	26	1.52%
Total		1,716	100.00%

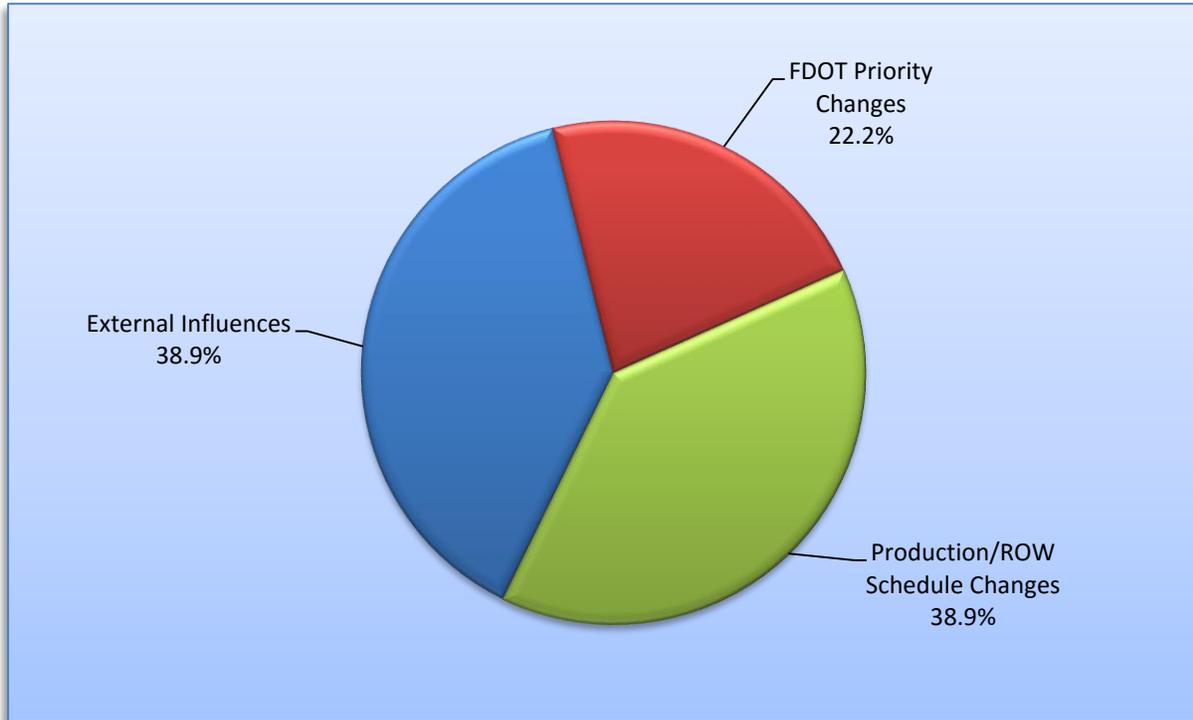
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	1,561	90.97%
	Advances	81	4.72%
	Defers	50	2.91%
	Deletions	8	0.47%
	Moved Out	16	0.93%
Total		1,716	100.00%

5c. STABILITY REPORT

DISTRICT 1 WORK PROGRAM

REASONS FOR 18 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	191	89.25%
	Advances	5	2.34%
	Defers	6	2.80%
	Deletions	10	4.67%
	Moved Out	2	0.93%
Total		214	100.00%

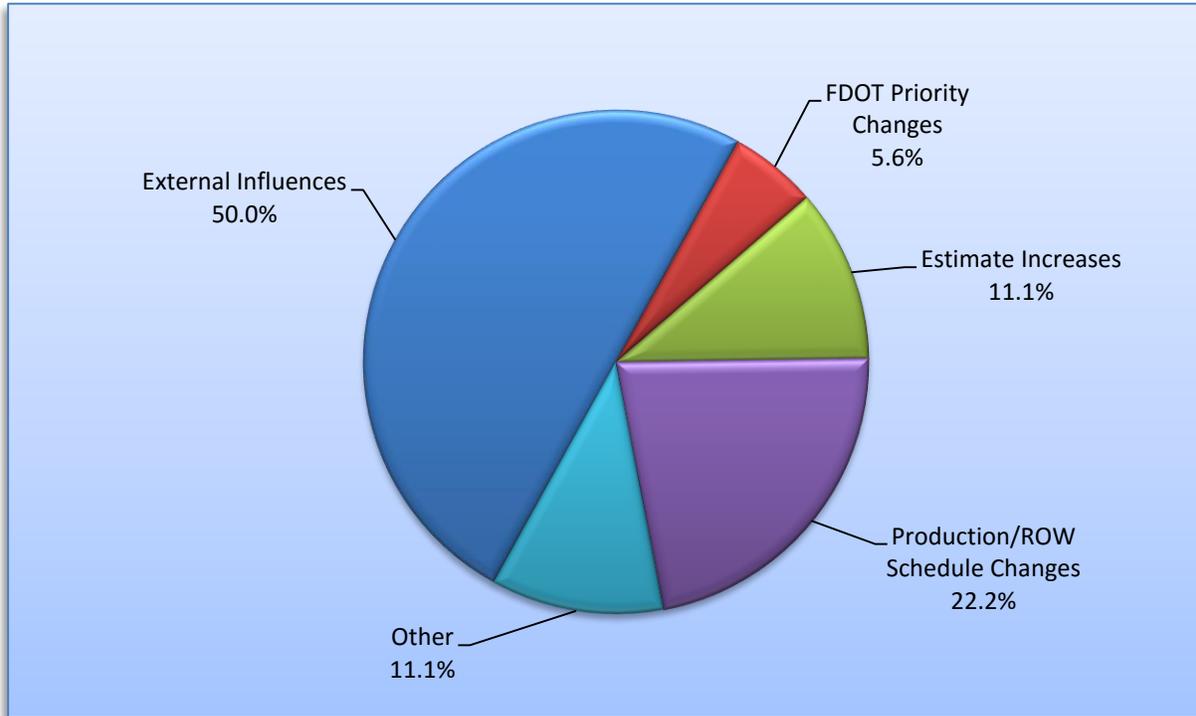
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	198	92.52%
	Advances	5	2.34%
	Defers	6	2.80%
	Deletions	3	1.40%
	Moved out	2	0.93%
Total		214	100.00%

5d. STABILITY REPORT

DISTRICT 2 WORK PROGRAM

REASONS FOR 18 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	211	84.40%
	Advances	21	8.40%
	Defers	7	2.80%
	Deletions	6	2.40%
	Moved Out	5	2.00%
Total		250	100.00%

RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	220	88.00%
	Advances	21	8.40%
	Defers	6	2.40%
	Deletions	1	0.40%
	Moved Out	2	0.80%
Total		250	100.00%

5e. STABILITY REPORT

DISTRICT 3 WORK PROGRAM

REASONS FOR 4 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	231	93.90%
	Advances	11	4.47%
	Defers	1	0.41%
	Deletions	3	1.22%
	Moved Out	0	0.00%
Total		246	100.00%

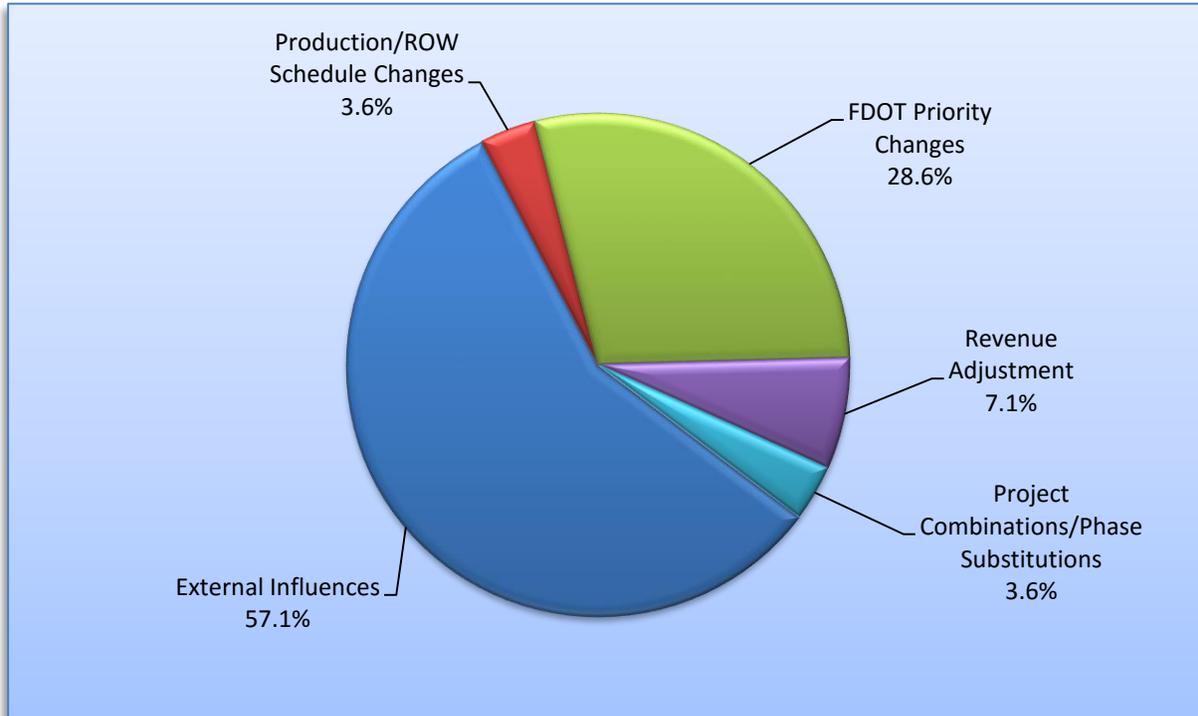
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	235	95.53%
	Advances	11	4.47%
	Defers	0	0.00%
	Deletions	0	0.00%
	Moved Out	0	0.00%
Total		246	100.00%

5f. STABILITY REPORT

DISTRICT 4 WORK PROGRAM

REASONS FOR 28 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	183	77.54%
	Advances	25	10.59%
	Defers	12	5.08%
	Deletions	14	5.93%
	Moved Out	2	0.85%
Total		236	100.00%

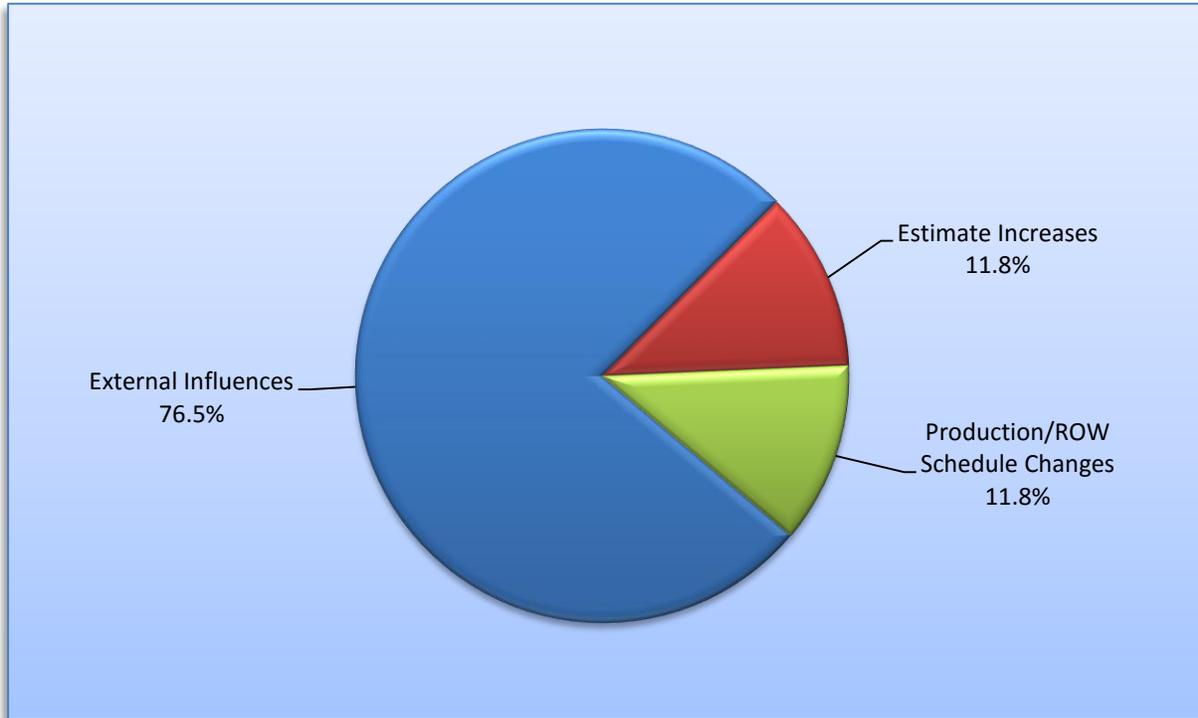
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	199	84.32%
	Advances	25	10.59%
	Defers	10	4.24%
	Deletions	0	0.00%
	Moved Out	2	0.85%
Total		236	100.00%

5g. STABILITY REPORT

DISTRICT 5 WORK PROGRAM

REASONS FOR 34 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	189	81.82%
	Advances	8	3.46%
	Defers	21	9.09%
	Deletions	7	3.03%
	Moved Out	6	2.60%
Total		231	100.00%

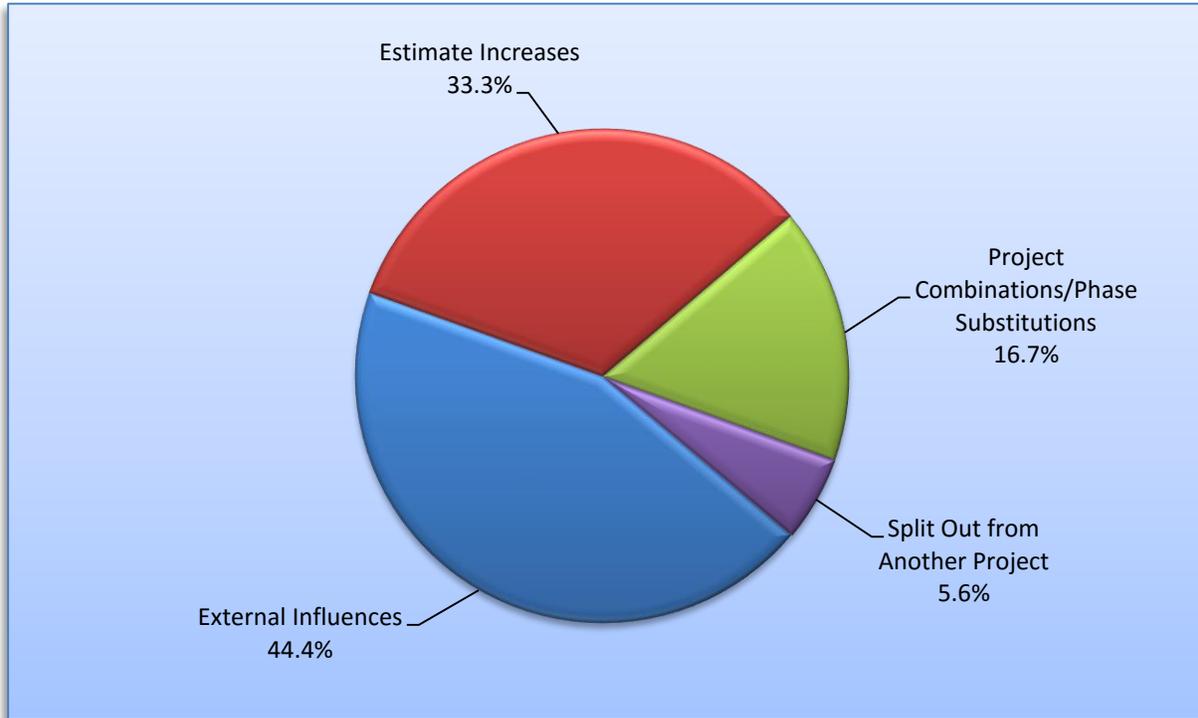
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	215	93.07%
	Advances	8	3.46%
	Defers	8	3.46%
	Deletions	0	0.00%
	Moved Out	0	0.00%
Total		231	100.00%

5h. STABILITY REPORT

DISTRICT 6 WORK PROGRAM

REASONS FOR 18 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	183	88.41%
	Advances	6	2.90%
	Defers	12	5.80%
	Deletions	2	0.97%
	Moved Out	4	1.93%
Total		207	100.00%

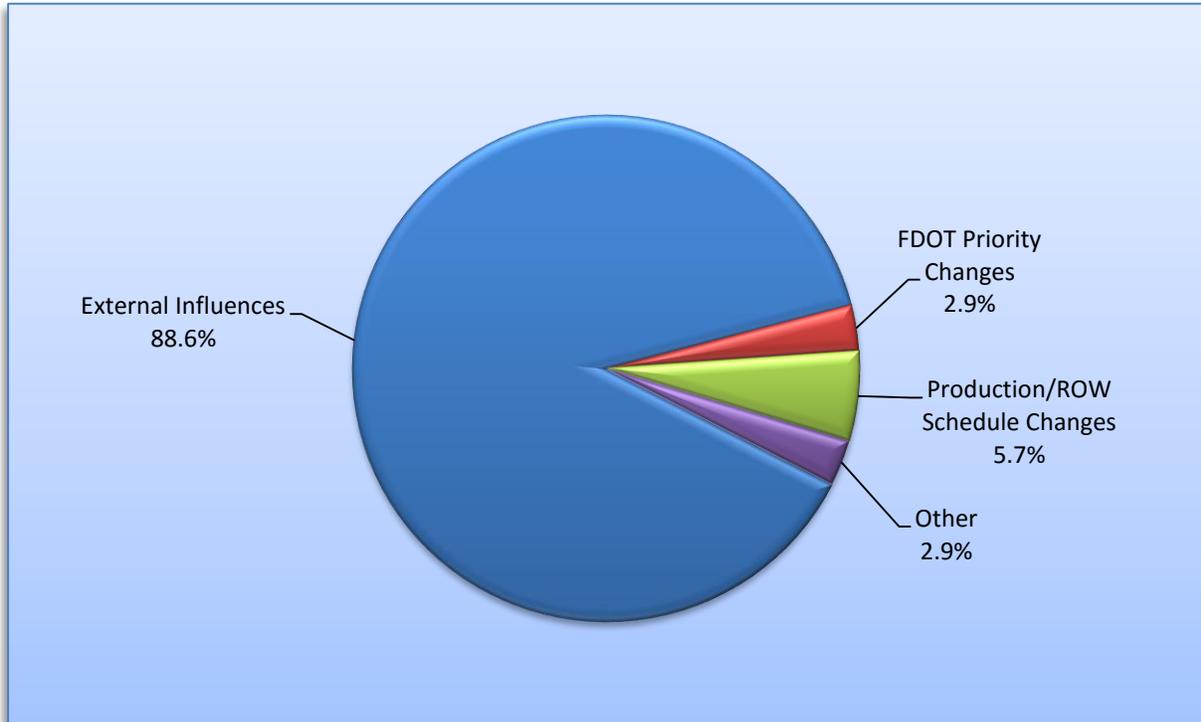
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	191	92.27%
	Advances	6	2.90%
	Defers	6	2.90%
	Deletions	1	0.48%
	Moved Out	3	1.45%
Total		207	100.00%

5i. STABILITY REPORT

DISTRICT 7 WORK PROGRAM

REASONS FOR 35 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	193	83.55%
	Advances	3	1.30%
	Defers	5	2.16%
	Deletions	28	12.12%
	Moved Out	2	0.87%
Total		231	100.00%

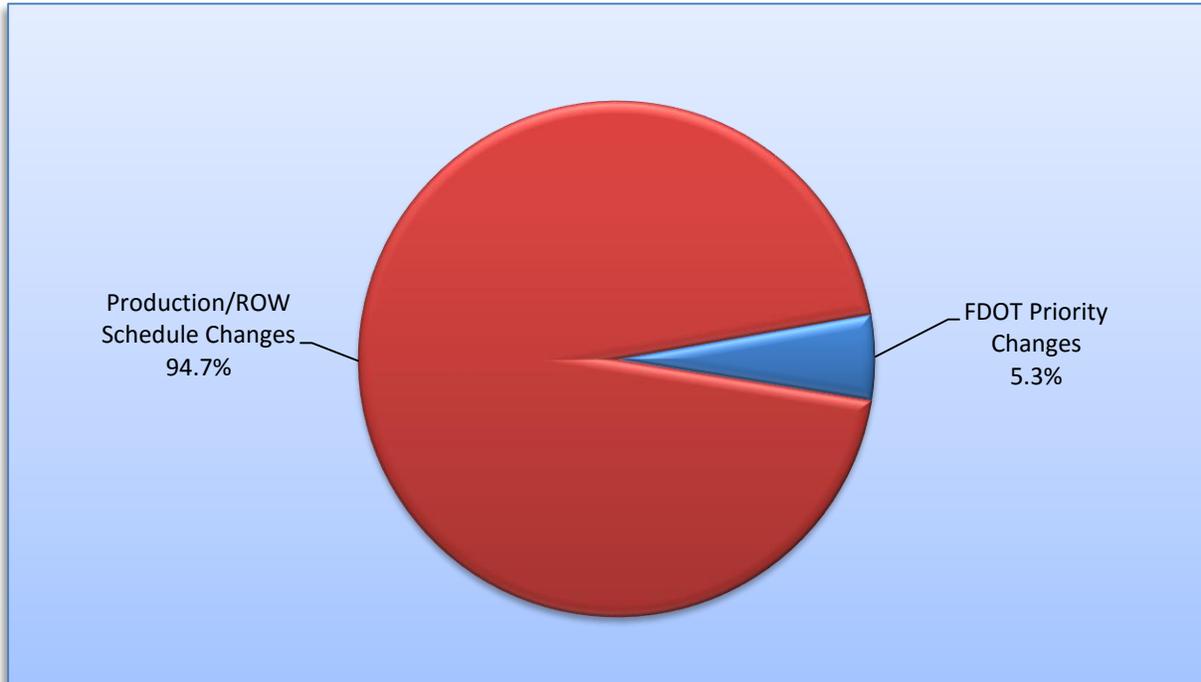
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	224	96.97%
	Advances	3	1.30%
	Defers	1	0.43%
	Deletions	1	0.43%
	Moved Out	2	0.87%
Total		231	100.00%

5j. STABILITY REPORT

TURNPIKE ENTERPRISE WORK PROGRAM

REASONS FOR 19 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18- 20/21)	No Changes	66	76.74%
	Advances	1	1.16%
	Defers	13	15.12%
	Deletions	1	1.16%
	Moved Out	5	5.81%
Total		86	100.00%

RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18- 20/21)	No Changes	66	76.74%
	Advances	1	1.16%
	Defers	13	15.12%
	Deletions	1	1.16%
	Moved Out	5	5.81%
Total		86	100.00%

5k. STABILITY REPORT

FLORIDA RAIL ENTERPRISE WORK PROGRAM

REASONS FOR 1 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	12	85.71%
	Advances	1	7.14%
	Defers	0	0.00%
	Deletions	1	7.14%
	Moved Out	0	0.00%
Total		14	100.00%

RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 17/18 - 20/21)	No Changes	12	85.71%
	Advances	1	7.14%
	Defers	0	0.00%
	Deletions	1	7.14%
	Moved Out	0	0.00%
Total		14	100.00%

6. LINKING THE WORK PROGRAM WITH THE GOALS AND OBJECTIVES IN THE FLORIDA TRANSPORTATION PLAN

KEY STATUTORY REQUIREMENTS

The Tentative Work Program shall be developed in accordance with the Florida Transportation Plan required in s. 339.155 and must comply with the program funding levels contained in the program and resource plan. *[s. 339.135(4)(b)2, F.S.]*

The purpose of the Florida Transportation Plan is to establish and define the state's long-range transportation goals and objectives to be accomplished over a period of at least 20 years within the context of the State Comprehensive Plan, and any other statutory mandates and authorizations and based upon the prevailing principles of:

- (a) Preserving the existing transportation infrastructure.
- (b) Enhancing Florida's economic competitiveness.
- (c) Improving travel choices to ensure mobility.
- (d) Expanding the state's role as a hub for trade and investment. *[s. 339.155(1), F.S.]*

The Florida Transportation Plan shall be a unified, concise planning document that clearly defines the state's long-range transportation goals and objectives. The plan shall document the goals and long-term objectives necessary to implement the results of the department's findings from its examination of the criteria specified in s. 334.046(1) and 23 U.S.C. s. 135. *[s. 339.155(3)(b), F.S.]*

COMMISSION FINDINGS

The Tentative Work Program was developed in accordance with the Program and Resource Plan and the Florida Transportation Plan. This was accomplished through issuance of Schedules A and B included with the Work Program Instructions directed to district and central office program managers. This was followed by a rigorous review process by central office program management staff. The Tentative Work Program was reviewed and approved by the Secretary prior to submission to the Florida Transportation Commission, Governor, and Legislature.

Objectives contained in the 2015 Performance Report of the 2060 Florida Transportation Plan were used to demonstrate the linkage between this Tentative Work Program and the goals and objectives of the Florida Transportation Plan.

The Department has met the four objectives that are measured directly through the work program. (The remaining objectives in the Performance Report not covered in this review are measured in other ways, such as through the Commission's annual FDOT Performance and Production Review.)

STATUTORY GUIDANCE: PRESERVATION

One of the Department’s prevailing principles is protecting the state’s transportation infrastructure investment. Preservation includes: (1) ensuring that 80 percent of the pavement on the state highway system meets Department standards; (2) ensuring that 90 percent of Department-maintained bridges meet Department standards; and (3) ensuring that the Department achieves 100 percent of the acceptable maintenance standard on the State Highway System. [s. 334.046(4)(a), F.S.]

LONG RANGE GOAL IN 2060 PLAN

Maintain and operate Florida’s transportation system proactively.

RESURFACING

Objective: Ensure that 80 percent of pavement on the State Highway System meets Department standards.

Tentative Work Program (January 4, 2017 Snapshot):

	17/18	18/19	19/20	20/21	21/22
Percent Pavement Meeting Standards	91.0%	88.3%	86.8%	87.7%	88.8%

“Meets Department standards” means pavement in “Good” condition (rated 7 or above in pavement condition survey where one is worst and 10 is best).

BRIDGES

Objective: Ensure that 90 percent of FDOT maintained bridges meet Department standards while keeping all FDOT maintained bridges open to the public safe.

Tentative Work Program (January 4, 2017 Snapshot):

	17/18	18/19	19/20	20/21	21/22
Percent Bridges Meeting Standards	94.4%	94.7%	95.0%	95.4%	95.6%

“Meets Department standards” means bridges in “Good” condition, i.e., not in need of repair or replacement. The remaining bridges, while in need of repair or replacement, are safe for use by the public.

MAINTENANCE

Objective: Achieve 100 percent of the acceptable maintenance standard on the State Highway System.

Tentative Work Program (January 4, 2017 Snapshot):

	17/18	18/19	19/20	20/21	21/22
Percent Maintenance Standard Achieved	100%	100%	100%	100%	100%

“Acceptable maintenance standard” is based on the Department’s evaluation of its performance using the Maintenance Rating Program. This system grades five maintenance elements and arrives at a composite state score based on a scale of 1 to 100.

STATUTORY GUIDANCE: ENHANCING ECONOMIC COMPETITIVENESS

Ensuring that the state has a clear understanding of the economic consequences of transportation investments, and how such investments affect the state's economic competitiveness. The department must develop a macroeconomic analysis of the linkages between transportation investment and economic performance, as well as a method to quantifiably measure the economic benefits of the district-work-program investments. Such an analysis must analyze: 1. the state's and district's economic performance relative to the competition, and 2. the business environment as viewed from the perspective of companies evaluating the state as a place in which to do business. [s. 334.046(4)(b), F.S.]

LONG RANGE GOAL IN 2060 PLAN

Invest in transportation systems to support a prosperous globally competitive economy.

STRATEGIC INTERMODAL SYSTEM (SIS)

Objective: Allocate up to 75 percent of *new* discretionary capacity funds to the Strategic Intermodal System.

The Revenue Estimating Conferences are forecasting increases in new discretionary funding. New discretionary highway capacity funds are defined as funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.

Tentative Work Program (January 4, 2017 Snapshot):

(\$ in millions)	17/18	18/19	19/20	20/21	21/22	Total	% for SIS
New Discretionary Capacity Funds	\$220.00	\$97.00	\$95.00	\$95.00	\$170.00	\$677.00	
Portion Allocated to SIS	\$165.00	\$72.75	\$71.25	\$71.25	\$127.50	\$507.75	75.0%

STATUTORY GUIDANCE: ENHANCING MOBILITY

Ensuring a cost-effective, statewide, interconnected transportation system.

LONG RANGE GOAL IN 2060 PLAN

Improve mobility and connectivity for people and freight.

Measures identifying performance in enhancing mobility are under development.

7. PRODUCTION CAPACITY

KEY STATUTORY REQUIREMENTS

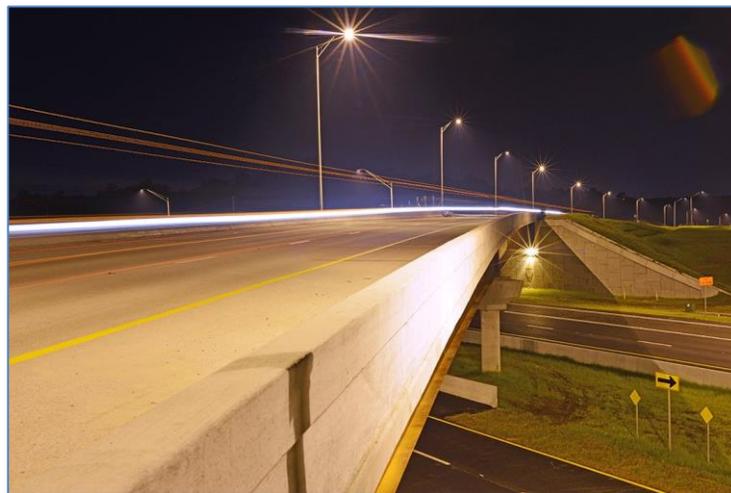
As part of its evaluation, the Transportation Commission is to ensure that the Tentative Work Program can be produced with available resources. Therefore, the Commission asked the Department to document what additional level of preliminary engineering consultant resources, if any, is programmed to produce the Tentative Work Program.

[s. 339.135(4)(g)2c, F.S].

COMMISSION FINDINGS

In order to meet ongoing needs, preliminary engineering consultant funding levels can sometimes increase or decrease, depending on whether overall production is expanding or contracting. Currently, the Department's overall production levels are in an expansion mode for a total net increase of \$505.9 million for preliminary engineering consultants in the four common fiscal years of the Tentative Work Program, when compared to the Adopted Work Program.

The net increase is reflective of the need for additional preliminary engineering in support of projects in the Tentative Work Program. The Department, being a production agency, needs a constant inventory of project plans ready for construction in the event additional funds are made available. The increase in preliminary engineering consultants also allows for production work on projects outside the Tentative Work Program that require a longer process including such efforts as corridor studies, environmental impact studies, interchange justification reports, extensive community and local involvement, etc. These project plans, in various stages of completion with some "on the shelf" or "shovel ready," allow the production pipeline to continue to flow.



SR 123 Widening Project – District 3

8. COMPLIANCE WITH APPROVED LOCAL GOVERNMENT COMPREHENSIVE PLANS

KEY STATUTORY REQUIREMENTS

The Florida Department of Economic Opportunity (DEO) shall transmit to the Florida Transportation Commission a list of those projects and project phases contained in the Tentative Work Program which are identified as being inconsistent with approved local government comprehensive plans. For urbanized areas of metropolitan planning organizations, the list may not contain any project or project phase that is scheduled in a transportation improvement program unless such inconsistency has been previously reported to the affected metropolitan planning organization. [s. 339.135(4)(f), F.S.]

COMMISSION FINDINGS

The Commission believes it is prudent to acknowledge receipt of the DEO list and to ensure that the Department worked with the affected local governments and appropriate metropolitan planning organizations to resolve the inconsistencies.

The Department of Economic Opportunity notified the Commission on February 20, 2017 that it had completed its review of the Tentative Work Program. Based on its review, DEO determined that all projects were found to be consistent with the local government comprehensive plans.



State Emergency Operations Center – Hurricane Matthew

9. METROPOLITAN PLANNING ORGANIZATIONS

OBJECTIONS AND REQUESTS

KEY STATUTORY REQUIREMENTS

A metropolitan planning organization (MPO) or board of county commissioners may file an objection with the Secretary to any project rescheduled or deleted from the district work program that was included in the MPO's Transportation Improvement Program and is contained in the last four years of the Department's previous Adopted Work Program. *[s. 339.135(4)(c)3, F.S.]*

An MPO or board of county commissioners may issue a request to the district secretary for further consideration of any specific project not included or not adequately addressed in the district work program. *[s. 339.135(4)(d), F.S.]*

The district secretary shall acknowledge and review all such requests and forward copies to the Secretary and Commission. The Commission shall include such requests in its evaluation of the Tentative Work Program. *[s. 339.135(4)(d), F.S.]*

COMMISSION FINDINGS

There were no objections filed for a project rescheduled or deleted from the district work program that was included in the Transportation Improvement Plan (TIP) and contained in the last four years of the Department's Adopted Work Program.

There were comments and/or requests from 10 planning organizations and/or local governments made for further consideration of projects not included or not adequately addressed in the district work programs.

Through discussions with district and central office staff and review of correspondence, the Commission verified that the districts reviewed and acknowledged all comments and requests submitted by local governments and/or planning agencies and took an appropriate course of action.

Objections/Requests by MPOs for Projects Not Included in the Tentative Work Program or Not Adequately Addressed in the Tentative Work Program

Documentation of the correspondence received by the districts from MPOs and local governments in response to the respective district work programs is kept on file and is available upon request.

District	Objections	Reconsiderations/Comments
1	0	1
2	0	1
3	0	0
4	0	1
5	0	3
6	0	0
7	0	4
Turnpike	0	0
Rail Enterprise	0	0
Total	0	10



Rendering of Gateway Expressway Project – District 7

9a. METROPOLITAN PLANNING ORGANIZATIONS

Changes Made After District Public Hearings

KEY STATUTORY REQUIREMENTS

Prior to the submission of the district work program to the central office, each district office shall hold a public hearing in at least one urbanized area in the district and shall make a presentation at a meeting of each metropolitan planning organization in the district to determine the necessity of making any changes to projects included, or to be included, in the district work program and to hear requests for new projects to be added to, or existing projects to be deleted from, the district work program. [s. 339.135(4)(d), F.S.]

Although not required by statute, an important function of the statewide public hearing of the Tentative Work Program is to identify and provide public notice of projects that have been added to, advanced within, deferred, moved out of, or deleted from the Tentative Work Program after the public hearings were conducted in the districts.

COMMISSION FINDINGS

Commission staff verified that each district and the Turnpike/Rail Enterprise conducted public hearings in at least one urbanized area in the district. More often than not, numerous public hearings were conducted.

The development of the Tentative Work Program is a dynamic process, constantly being modified until it is locked down prior to submission to the Legislature and the Transportation Commission. Inevitably, some changes are made which impact the placement of projects within the work program. Therefore, it is imperative that these changes be publicly noticed. Following is a list of changes made to the Tentative Work Program after the public hearings were conducted in the districts.

Project Changes after District Public Hearings

District	Item Number	Description	Action
1	440278-1	CR 655 (RIFLE RANGE) FROM 12TH ST EAST TO DOLLY BEN CT	ADDED
1	420613-2	I-75 AT FRUITVILLE ROAD/CR 780	ADDED
1	437966-1	SR 789 OVER NEW PASS	ADDED
1	436569-2	SR 546 MEMORIAL BLVD FROM WABASH AVE TO N INGRAHAM AVE	ADDED
1	440135-1	WINTERLAKE RD (SR 540) INTERSECTION LIGHTING RETROFIT	ADDED
1	440679-1	US 98 (N FL AVE) W 10 TH ST/PARKVIEW PL TO CRAWFORD ST	ADDED

District	Item Number	Description	Action
1	440757-1	LAKELAND AREA MASS TRANSIT FOR WH AND LKLD BLOCK GRANT OPER ASSISTANCE	ADDED
1	440670-1	SR 45 (US 41) FROM CARMALITA STREET TO MARION AVENUE	ADDED
1	437962-1	HIGHLANDS COUNTY SUBSTRUCTURE REPAIRS AT VARIOUS LOCATIONS	ADDED
1	436415-1	SR 789 OVER LONGBOAT KEY PASS BRIDGE NUMBER 130057	ADDED
1	439432-1	SR 43 FROM MOCCASIN WALLOW TO HILLSBORO CNTY LINE	ADDED
1	440133-1	14TH ST W (SR 45) INTERSECTION LIGHTING RETROFIT	ADDED
1	440324-1	ATMS FROM NORTHERN PART OF MANATEE COUNTY AT VARIOUS LOCATIONS	ADDED
1	438059-1	SR 90 (US 41) TAMIAMI TRL FM E OF SR 84 (DAVIS BLVD) TO COURTHOUSE SHADOWS	DEFERRED
1	430204-2	SR 684 FROM SR 789 (GULF DRIVE) TO 123RD STREET WEST	DEFERRED
1	438010-1	BEAKER BLVD FROM SR 563 TO N OF POLK PARKWAY	DEFERRED
1	438013-1	SR 572 FROM DRANE FIELD RD TO PIPKIN CREEK RD	DEFERRED
1	434504-1	SR 72 AT BEE RIDGE ROAD	DEFERRED
1	434859-1	SR 45 (USB 41) OVER HATCHETT CREEK AT BRIDGE 170169	DEFERRED
1	438006-1	SR 29 FROM PALM AVENUE TO NEW MARKET ROAD	DELETED
2	439640-3	SR A1A HURRICANE MATTHEW, ST JOHNS CO, RESTORE AND REPLENISH DITCH LINING AND RECONSTRUCT BANK AND SHORE	GAME CONSTRUCTION AND CEI PHASE INTO FY 2018
3	-----	NO CHANGES	-----
4	421390-8-52-01	DOWNTOWN FORT LAUDERDALE WAVE STREETCAR	PHASE 52 WAS ADDED TO FY 2018 AFTER THE 11/30/2016 PUBLIC HEARING
4	425417-2-58-01	PINE ISLAND ROAD AT NW 57TH STREET AND NW 67TH COURT	PHASE 58 WAS ADDED TO FY 2019 AFTER THE 11/30/2016 PUBLIC HEARING
4	431770-5-52-01	CITY OF HOLLYWOOD MOBILITY IMPROVEMENTS AT VARIOUS LOCATIONS	PHASE 52 WAS ADDED TO FY 2019 AFTER THE 11/30/2016 PUBLIC HEARING
4	431661-1-52-01	ANDREWS AVE FROM LAS OLAS BLVD TO OAKLAND PK BLVD	PROJECT WAS DELETED AT THE MPO'S REQUEST – PHASE 52 WAS PROGRAMMED IN FY 2020

District	Item Number	Description	Action
4	440554-2-52-01	SR-A1A FROM N. OF THE WABASSO CAUSEWAY BRIDGE TO S. OF SEBASTIAN INLET	AS A RESULT OF HURRICANE MATTHEW, THIS PERMANENT REPAIR PROJECT WAS ADDED AFTER THE 11/30/2016 PUBLIC HEARING – PHASE 52 WAS ADDED TO FY 2019
5	-----	NO CHANGES	-----
6	438034-4	SR 997/KROME AVENUE FROM SW 136 STREET TO SW 88 STREET	DESIGN PHASE ADDED TO FY 2017/18
6	440846-1	NORTH BAY VILLAGE - BAYWALK PLAZA AREA PHASE 1	CONSTRUCTION PHASES MOVED OUT OF FY 2021/22
6	440847-1	CITY OF DORAL - CITYWIDE SIDEWALK, CURB RAMP, AND CROSSWALK IMPROVEMENTS	CONSTRUCTION PHASES MOVED OUT OF FY 2021/22
6	440849-1	TOWN OF MIAMI LAKES GREEN 2.0	CONSTRUCTION PHASES MOVED OUT OF FY 2021/22
7	438710-3	I-75 LANDSCAPE IN HERNANDO COUNTY	PHASE 52 WAS IN CURRENT YEAR DURING DISTRICT PUBLIC HEARING BUT WAS SUBSEQUENTLY DEFERRED TO YEAR 1
TPK (D4)	435461-2-52-01	THERMOPLASTIC FOR SAWGRASS WIDENING CORAL RIDGE TO SR (MP 14-18)	DELETED
TPK (D4)	436517-2-52-01	THERMOPLASTIC FOR TPK RESURFACING IN ST LUCIE COUNTY (MP 153.23-169.32)	DELETED
TPK (STATE-WIDE)	431737-2-52-01	THERMOPLASTIC FOR AET PH 8 TICKET SYSTEM – LANTANTA TO THREE LAKES (MP 88-236)	DELETED
TPK (STATE-WIDE)	435605-6-52-01	CENTRAL FLORIDA DMS IMPROVEMENTS AND REPLACEMENTS	ADDED

REPORT CRITERIA

Added: phases added or moved-in to the first three years of the Tentative Work Program.
 Deleted: phases deleted or moved-out of the five years of the Tentative Work Program.
 Advanced to Current Year: Phases advanced from the Tentative Work Program to this current year.
 Deferred: phases deferred within or from the first three years of the Tentative Work Program.
 Moved-Out: phases that have moved out to the new fifth year of the Tentative Work Program.
 Includes ROW, Construction, and Operations and Capital Grant Phases only.

10. TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

KEY STATUTORY REQUIREMENTS

The 2005 Legislature created within the Department a Transportation Regional Incentive Program for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas. *[s. 339.2819(1), F.S.]* The intent for the use of these funds is to generate additional capacity through growth in the transportation program.

The percentage of matching funds provided from the TRIP shall be up to 50 percent of project costs. *[s. 339.2819(2), F.S.]* Federal earmarks or Federal Transit Administration funds may not be used as a match for TRIP.

The Department shall allocate funding available for the TRIP to the districts based on a factor derived from equal parts of population and motor fuel collections for eligible counties in regional transportation areas created pursuant to s. 339.155(4), F.S. *[s. 339.2819(3), F.S.]*

Projects using TRIP funds shall, at a minimum:

- Support those transportation facilities that serve national, statewide, or regional functions and function as part of an integrated regional transportation system;
- Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, Florida Statutes, after July 1, 2005. Further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management;
- Be consistent with the Strategic Intermodal System Plan; and
- Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost. *[s. 339.2819(4)(a), F.S.]*

In allocating TRIP funds, priority shall be given to projects that:

- Provide connectivity to the Strategic Intermodal System, developed under s. 339.64;
- Support economic development and the movement of goods in Rural Areas of Critical Economic Concern designated under s. 288.0656(7), F.S.;
- Are subject to a local ordinance that establishes corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses; and
- Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network. *[s. 339.2819(4)(c), F.S.]*

Effective July 1, 2014, the first \$60 million of the funds allocated to the Transportation Regional Incentive Program shall be allocated annually to the Florida Rail Enterprise. [s. 201.15(4)(a)4, F.S.]

COMMISSION FINDINGS

Funds for FY 2017/18 through FY 2021/22 were allocated to the districts by statutory formula. The Department has allocated the first \$60 million of TRIP funds to the Florida Rail Enterprise. Total programmed funding in this Tentative Work Program for TRIP is \$422.79 million.

Annual programmed amounts allocated for TRIP are listed below:

(\$ in millions)	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Total
District 1	\$2.40	\$2.99	\$3.51	\$3.95	\$4.40	\$17.24
District 2	\$1.93	\$2.41	\$2.82	\$3.18	\$3.54	\$13.88
District 3	\$1.28	\$1.60	\$1.87	\$2.11	\$2.35	\$9.21
District 4	\$3.16	\$3.94	\$4.62	\$5.21	\$5.80	\$22.73
District 5	\$3.60	\$4.49	\$5.27	\$5.93	\$6.60	\$25.89
District 6	\$2.16	\$2.69	\$3.16	\$3.56	\$3.96	\$15.53
District 7	\$2.55	\$3.18	\$3.73	\$4.20	\$4.67	\$18.32
Florida Rail Enterprise	\$60.00	\$60.00	\$60.00	\$60.00	\$60.00	\$300.00
Total	\$77.08	\$81.29	\$84.97	\$88.14	\$91.31	\$422.79

Note: Figures based on January 4, 2017 snapshot of the Tentative Work Program.



New Econfina River Bridge in Taylor County – District 2

11. COUNTY TRANSPORTATION PROGRAMS

KEY STATUTORY REQUIREMENTS

The 2000 Legislature created two county transportation related programs.

County Incentive Grant Program (CIGP). The purpose of this program is to provide grants to counties to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. To be eligible for consideration, a project must be consistent with local MPO plans and local government comprehensive plans. The Department must consider the following criteria for evaluating projects for CIGP:

- The extent to which the project will encourage, enhance, or create economic benefits;
- The likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed;
- The extent to which assistance would foster innovative public-private partnerships and attract private debt or equity investment;
- The extent to which the project uses new technologies, including intelligent transportation systems, which enhance the efficiency of the project;
- The extent to which the project helps to maintain or protect the environment; and
- The extent to which the project includes transportation benefits for improving intermodalism and safety. *[s. 339.2817, F.S.]*

Small County Outreach Program (SCOP). The purpose of this program is to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads. Small county being defined as any county with a population of 170,000 or less, as determined by the most recent official estimate. Funds allocated under this program are in addition to any funds provided for the Small County Road Assistance Program. The Department shall fund 75 percent of the cost of SCOP projects. In determining a county's eligibility for assistance, the Department may consider whether the county has attempted to keep county roads in satisfactory condition. The following criteria shall be used to prioritize road projects for funding under the program:

The primary criterion is the physical condition of the road as measured by the Department.

As secondary criteria, the Department may consider:

- Whether a road is used as an evacuation route;
- Whether a road has high levels of agricultural travel;
- Whether a road is considered a major arterial route;
- Whether a road is considered a feeder road;
- Information as evidenced to the Department through an established pavement management plan; and

- Other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the Department. [s. 339.2818, F.S.]

Small County Road Assistance Program (SCRAP). The purpose of this program, created by the Legislature in 1999, is to assist small county governments in resurfacing or reconstructing county roads. Small county being defined as any county with a population of 75,000 or less, according to 1990 federal census data. Up to \$25 million annually from the State Transportation Trust Fund may be used for the purpose of funding SCRAP. For FY 2016 and FY 2017, the allowable amount was increased to \$50 million. [s. 339.2816(1)-(3), F.S.] Small counties shall be eligible to compete for these funds for resurfacing or reconstruction projects on county roads that were part of the county road system on June 10, 1995. Capacity improvements on county roads are not eligible for funding. In determining a county's eligibility for assistance under this program, the Department may consider whether the county has attempted to keep county roads in satisfactory condition, including the amount of local option fuel tax imposed by the county. The Department may also consider the extent to which the county has offered to provide a match of local funds with state funds provided under the program. At a minimum, small counties shall be eligible only if the county has enacted the maximum rate of the local option fuel tax authorized by s. 336.025(1)(a), F.S. The following criteria must be used to prioritize road projects for funding under the program:

The primary criterion is the physical condition of the road as measured by the Department.

As secondary criteria, the Department may consider:

- Whether a road is used as an evacuation route;
- Whether a road has high levels of agricultural travel;
- Whether a road is considered a major arterial route;
- Whether a road is considered a feeder road;
- Whether a road is located in a fiscally constrained county, as defined in s. 218.67(1); and
- Other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the Department. [s. 339.2816, F.S.]

COMMISSION FINDINGS

The County Incentive Grant Program and Small County Outreach Program were originally funded by an annual non-recurring general revenue appropriation of \$125 million. The service charge that had been collected on the proceeds from the local option fuel tax is no longer assessed as of July 1, 2006. The resulting increase in revenue derived from this action is now being deposited in the STTF to fund the County Incentive Grant Program and the Small County Outreach Program. The SCOP program also receives a portion of Documentary Stamp revenue.

The Department has programmed \$193.8 million for the County Incentive Grant Program, \$295.3 million for the Small County Outreach Program and \$129.2 million for the Small County Road Assistance Program.

Annual Programmed amounts for CIGP, SCOP and SCRAP are:

(\$ in millions)	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	5-year Total
CIGP	\$42.0	\$37.2	\$37.7	\$38.2	\$38.7	\$193.8
SCOP	\$65.1	\$54.7	\$56.7	\$58.5	\$60.3	\$295.3
SCRAP	\$29.2	\$25.0	\$25.0	\$25.0	\$25.0	\$129.2

Note: Figures based on January 4, 2017 snapshot of the Tentative Work Program.

Since projects eligible for funding under the CIGP, SCOP and SCRAP programs may require a local match and have to meet certain criteria, only some projects are included in the Tentative Work Program for funding under these programs. The remainder of the money is “boxed” through FY 2021/22 and will be awarded to projects as they become identified.



Yellow River Bridge Construction – District 3

12. STRATEGIC INTERMODAL SYSTEM FUNDING

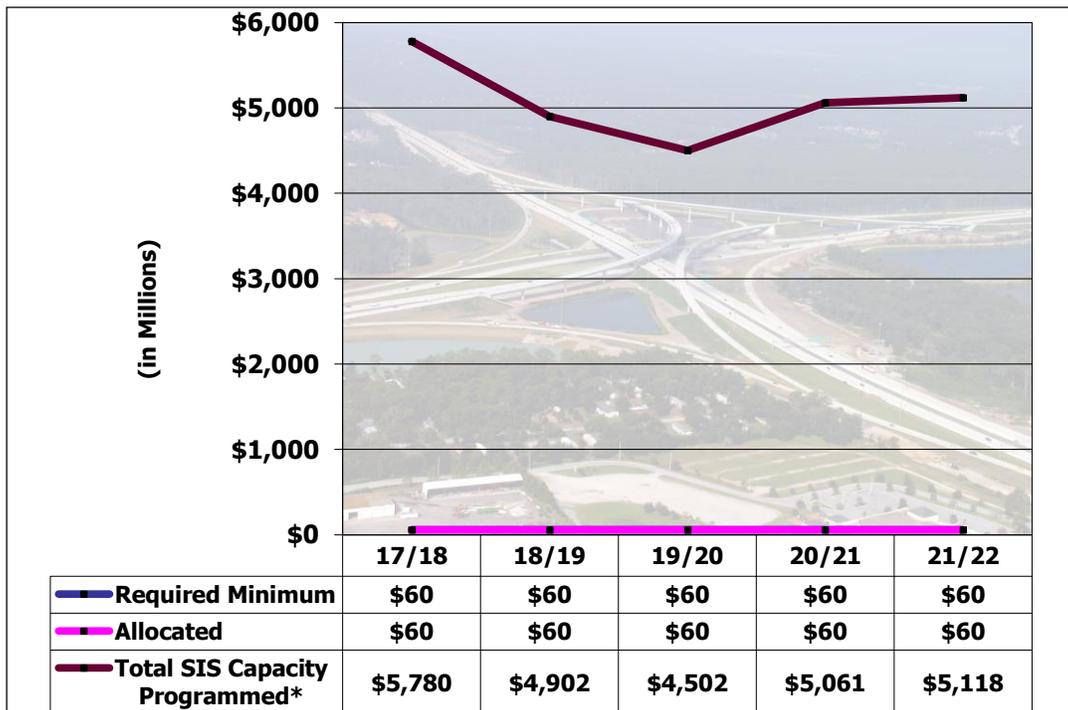
KEY STATUTORY REQUIREMENTS

There is hereby created the Florida Strategic Intermodal System. For purposes of funding projects under the system, the Department shall allocate from the State Transportation Trust Fund in its program and resource plan a minimum of \$60 million each year, beginning in the 2004-2005 fiscal year. This allocation of funds is in addition to any funding provided to this system by any other provision of law. [s. 339.61(1), F.S.]

COMMISSION FINDINGS

The Department has allocated \$60 million to the SIS annually for each of the five years. Other projects, while designated as being on the SIS, are being funded through work program funds other than the SIS fund code “DIS” utilized for the statutorily required SIS allocation. Overall, funds **programmed** in the Tentative Work Program for SIS capacity improvements significantly exceed \$60 million for each of the five years and total \$25.4 billion over the 5-year period.

PROGRAMMED FUNDS



* Total SIS Capacity Programmed in the Tentative Work Program include fund codes in addition to the “DIS” fund code utilized for this required allocation.

13. PUBLIC TRANSPORTATION FUNDING

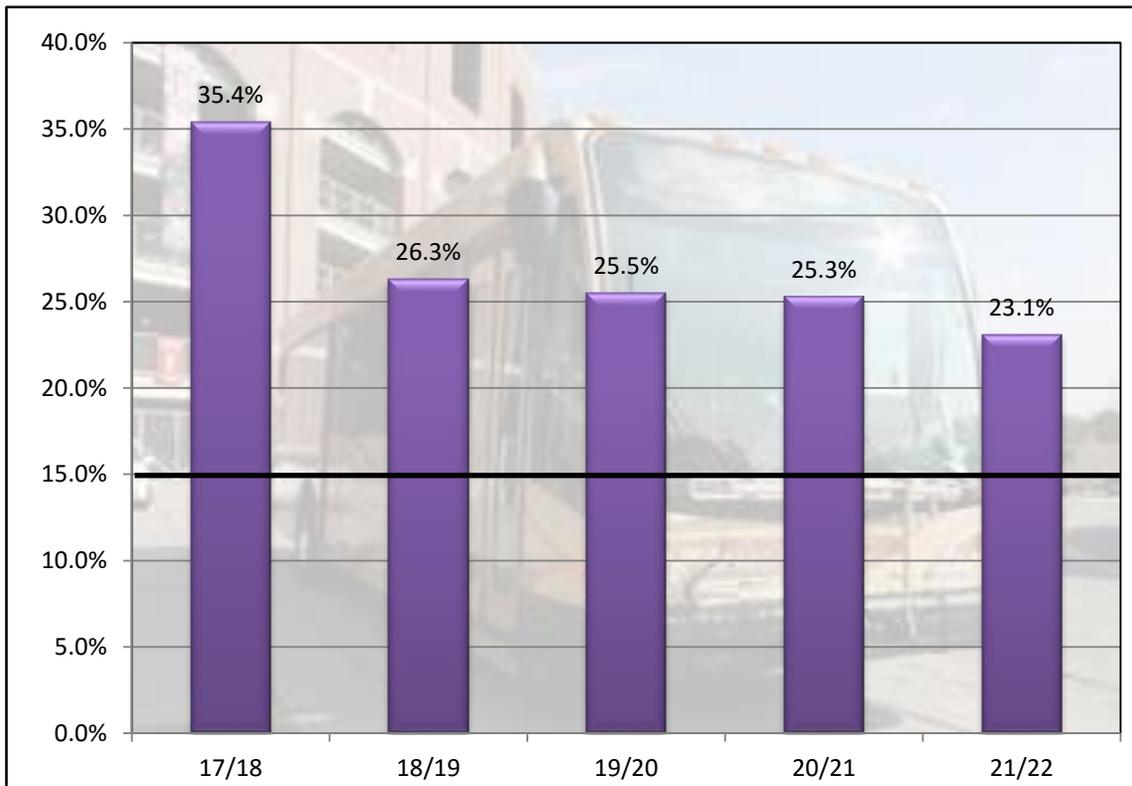
KEY STATUTORY REQUIREMENTS

Beginning in fiscal year 2000/01, and each year thereafter, a minimum of 15 percent of all state revenues deposited into the State Transportation Trust Fund shall be committed annually by the Department for public transportation projects. *[s. 206.46(3), F.S.]*

COMMISSION FINDINGS

The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2017/18 through 2021/22, in which an average of 27.0% of state transportation funds is programmed for public transportation projects.

PERCENT OF TOTAL STATE REVENUE TO PROGRAM PLAN



(in Millions)	17/18	18/19	19/20	20/21	21/22	Total
Annual Program (State funded)	\$1,043.0	\$763.9	\$767.1	\$782.1	\$737.4	\$4,093.5
Total STTF Allocations	\$2,945.3	\$2,907.7	\$3,004.2	\$3,096.5	\$3,197.0	\$15,150.7
Program as % of Allocation	35.4%	26.3%	25.5%	25.3%	23.1%	27.0%
15% Requirement	\$441.8	\$436.2	\$450.6	\$464.5	\$479.5	\$2,272.6

14. FUND DISTRIBUTION

KEY STATUTORY FINDINGS

The Department shall, for the purpose of developing a Tentative Work Program, allocate funds to the districts as follows:

- Funds for new construction based on equal parts of population and motor fuel tax collections (does not include the Turnpike Enterprise);
- Funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction and repair, public transit projects except public transit block grants, and other programs with quantitative needs assessments based on the results of these needs assessments; and
- Funds for public transit block grants shall be allocated pursuant to section s. 341.052, F.S. [*s. 339.135(4)(a)1, F.S.*]

For the period July 1, 1998, through June 30, 2017, the Department shall, to the maximum extent feasible, program sufficient funds in the tentative work program such that the percentage of turnpike toll and bond financed commitments in South Florida (Miami-Dade, Broward and Palm Beach Counties) be at least 90 percent of the net toll collections attributed to users of the turnpike system in South Florida. [*s. 338.231(3)(a), F.S.*]

COMMISSION FINDINGS

Funds allocated to each district for development of the Tentative Work Program were allocated according to statutory requirements. Commission Staff, in consultation with staff from the Office of Work Program and Budget, reviewed Schedules A and B of the Tentative Work Program Instructions to confirm that funds were allocated according to statutory requirements.

The level of Turnpike Enterprise commitments in Palm Beach, Broward and Miami-Dade Counties continues to exceed the 90% requirement through the end of this Tentative Work Program period (past the June 30, 2017 obligation). The Tentative Work Program is planned so that the Turnpike Enterprise exceeds the level of commitments necessary to meet the 90% requirement by \$167 million, or 4.4%.

15. STATE COMPREHENSIVE ENHANCED TRANSPORTATION SYSTEM TAX DISTRIBUTION

KEY STATUTORY REQUIREMENTS

The Department shall use State Comprehensive Enhanced Transportation System (SCETS) Tax proceeds only for projects in the adopted work program in the district in which the tax proceeds are collected and, to the maximum extent feasible, such money shall be programmed for use in the county where collected. [s. 206.608(2), F.S.]

COMMISSION FINDINGS

In development of the Tentative Work Program, SCETS Tax proceeds were allocated to each district according to the statutory requirements.

To the maximum extent feasible, such funds were programmed in the county in which they were collected. Schedules A and B of the Tentative Work Program Instructions were reviewed by Commission Staff in consultation with staff from the Department's Office of Work Program and Budget to confirm that funds were allocated according to statutory requirements.



CSX Bridge Replacement – District 4

16. COMPLIANCE WITH APPLICABLE LAWS AND POLICIES

KEY STATUTORY REQUIREMENTS

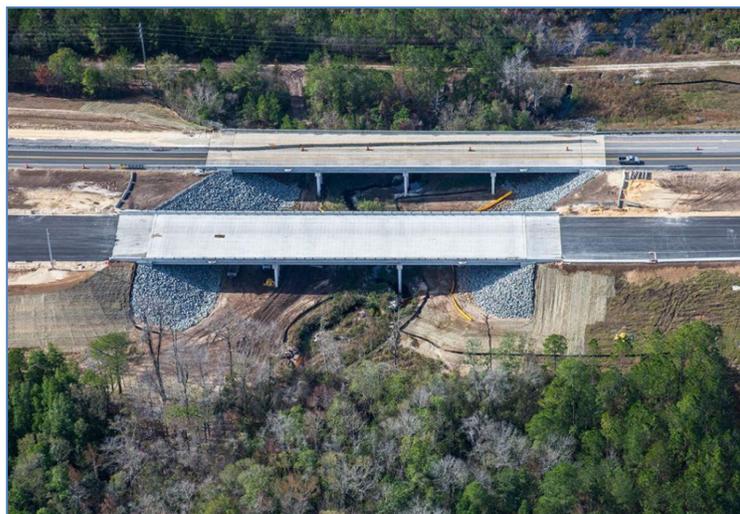
The law directs the Commission to conduct an in-depth evaluation of the tentative work program for compliance with all applicable laws and established Departmental policies. [s. 20.23(2)(b)3, F.S.]

COMMISSION FINDINGS

In order to verify compliance with numerous laws and policies prescribing the content and process for development of the work program, Commission staff developed a series of 88 questions keyed to specific work program requirements. The Department responded to all questions in writing, and provided documentation where appropriate. Responses and all documentation were thoroughly reviewed by Commission staff. (See Appendix A for a copy of the questions and the Department’s responses.)

Several major requirements for the development of the Tentative Work Program are highlighted throughout this report. Other requirements are covered in the questions and responses.

We have concluded the Tentative Work Program for FY 2017/18 through 2021/22 was developed in compliance with applicable federal and state laws and Departmental policies. Available funding has been maximized to take advantage of every opportunity to make investments in the state’s infrastructure for the creation of jobs.



First Coast Expressway – District 2

17. PUBLIC COMMENTS

KEY STATUTORY REQUIREMENTS

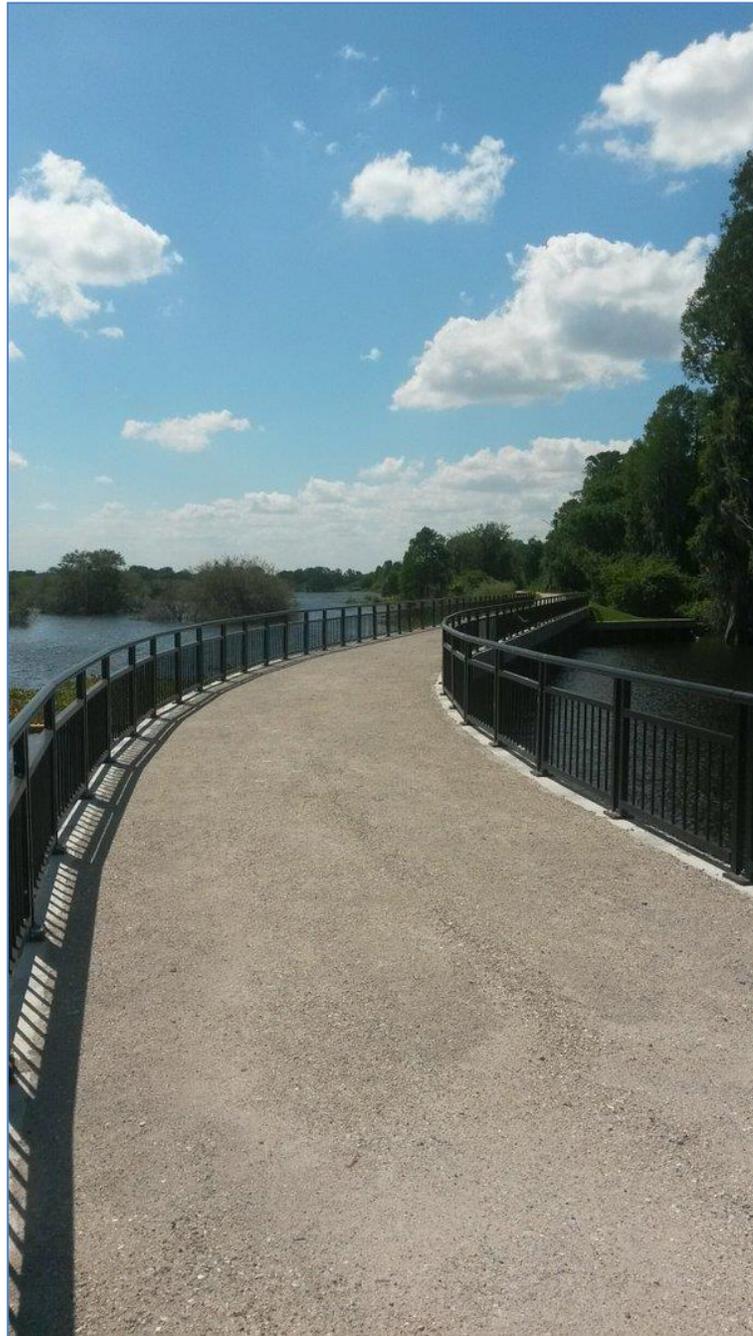
The law requires that the Commission hold a statewide public hearing on the tentative work program and that it shall advertise a time and place for the hearing, at which time it shall hear all questions, suggestions or comments offered by the public. *[s. 339.135(4)(g), F.S.]*

COMMISSION FINDINGS

The statewide public hearing to present the review of the Tentative Work Program for FY 2017/18 through 2021/22 was held March 6, 2017 beginning at 1:00 p.m. in the Florida Department of Transportation Burns Building Auditorium, 605 Suwannee Street, Tallahassee, Florida.

At the conclusion of the Tentative Work Program Review, there was an opportunity for the Commission to receive public comments. There were no in-person public comments offered at the public hearing. However, three written comments opposing the Tampa Bay Express Project were shared with the Commission.

Note: Audio documentation of the public hearing will be made available by contacting the Transportation Commission Office.



Upper Peace Legacy Trail – District 1

APPENDIX A

(Responses to the Florida Transportation Commission Questions are based on the January 4, 2017 snapshot of the Tentative Work Program.)



Fishing Pier at Thomasville Pilcher Park – District 3



US 17 Widening in Putnam County – District 2

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - CENTRAL OFFICE

QUESTION 1: Compare the 2016/17 - 2020/21 Adopted Work Program to the 2017/18 - 2021/22 Tentative Work Program, showing the dollar amount differences by program plan category.

ANSWER:

FLORIDA DEPARTMENT OF TRANSPORTATION					
PROGRAM AND RESOURCE PLAN SUMMARY					
18TENT02b Over/Under 17Adopt01R NF	FISCAL YEARS 2017/18 TO 2020/21 (MILLIONS OF \$)				OWPB 10-Jan-2017 3:45 PM
PROGRAM AREAS	17/18	18/19	19/20	20/21	TOTAL
I. PRODUCT	1,452.566	325.555	(14.547)	436.272	2,199.846
A. State Highway System (SHS)	642.374	125.466	(198.739)	(26.222)	542.879
B. Other Roads	79.567	6.619	11.980	57.134	155.300
C. Right of Way Land	167.255	139.731	111.258	130.255	548.499
D. Aviation	26.160	2.613	(2.790)	(3.009)	22.973
E. Transit	263.860	39.106	(8.192)	(2.003)	292.771
F. Rail	10.448	6.006	(16.840)	16.737	16.351
G. Intermodal Access	11.660	13.882	15.625	5.738	46.905
H. Seaports	55.354	20.000	(17.889)	9.000	66.465
I. Safety	46.751	47.746	9.171	31.889	135.556
J. Resurfacing	122.556	(11.907)	38.229	207.721	356.600
K. Bridge	26.581	(63.707)	43.639	9.033	15.546
II. PRODUCT SUPPORT	604.689	164.691	110.707	(20.315)	859.771
A. Preliminary Engineering	388.669	58.869	50.026	(15.714)	481.850
B. Construction Eng. Inspection	158.981	88.671	32.897	(6.821)	273.728
C. Right of Way Support	20.706	11.502	25.617	5.034	62.859
D. Environmental Mitigation	13.537	3.787	0.673	(2.902)	15.095
E. Material & Research	0.397	(0.108)	(0.089)	(1.054)	(0.854)
F. Planning & Environment	22.152	1.714	1.316	0.865	26.046
G. Public Transport. Ops.	0.246	0.256	0.267	0.277	1.047
III. OPER. & MAINTENANCE	30.945	(12.265)	16.898	17.480	53.058
A. Operations & Maintenance	(11.490)	(12.623)	(12.732)	(14.100)	(50.945)
B. Traffic Engineering & Ops.	15.619	7.909	7.220	5.035	35.782
C. Toll Operations	26.816	(7.550)	22.410	26.545	68.220
IV. ADMINISTRATION	1.510	7.337	7.635	7.944	24.425
A. Administration	(0.678)	(2.465)	(2.560)	(2.659)	(8.363)
B. Fixed Capital Outlay	(7.237)	0.000	0.000	0.000	(7.237)
C. Office Information Systems	9.426	9.803	10.195	10.602	40.025
<u>TOTAL PROGRAM</u>	<u>2,088.734</u>	<u>485.025</u>	<u>120.692</u>	<u>441.381</u>	<u>3,135.831</u>

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - CENTRAL OFFICE

V. OTHER	(9.783)	(9.618)	37.191	70.938	88.728
A. Local Govt. Reimbursement	1.572	1.573	0.750	0.000	3.896
B. Other	(11.356)	(11.191)	36.441	70.938	84.832
<u>TOTAL BUDGET</u>	<u>2,079.926</u>	<u>475.701</u>	<u>157.883</u>	<u>512.318</u>	<u>3,225.828</u>
HIGHLIGHTS:					
1. Construction	899.977	106.567	(93.130)	280.498	1,193.912
2. FLP (w/o TD Commission)	366.131	81.607	(30.085)	26.463	444.115
3. Product Support Consultant	555.072	156.556	95.898	(16.075)	791.452
a. Preliminary Engineering	394.337	64.765	56.158	(9.337)	505.922
b. Construction Eng. Inspection	158.981	88.671	32.897	(6.821)	273.728
c. Right of Way Support	1.754	3.120	6.844	0.084	11.801

QUESTION 2: Please identify all new or modified Department policies that are implemented in this Tentative Work Program?

ANSWER: No new or modified policies are implemented in this Tentative Work Program.

QUESTION 3: Please identify the number of fund categories, projects and project phases supported by this Tentative Work Program?

ANSWER:

Number of Active Fund Codes	245
Number of Projects (Item Numbers)	6,836
Number of Project Phases	13,731

QUESTION 4: Is the Tentative Work Program based on a complete, balanced financial plan for the State Transportation Trust Fund and the other funds managed by the Department? 339.135(3)(a), F.S.

ANSWER: Yes. Balanced finance plans for the State Transportation Trust Fund, the Right of Way Acquisition and Bridge Construction Trust Fund and Florida’s Turnpike Enterprise Funds accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor and Legislature.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - CENTRAL OFFICE

QUESTION 5: Is the Tentative Work Program planned so as to deplete the estimated resources of each fund? 339.135(3)(b), F.S.

ANSWER: Yes, the Tentative Work Program is planned to deplete the estimated resources consistent with the financially balanced Program and Resource Plan.

QUESTION 6: Please provide by fiscal year, the amount contained in the Tentative Work Program for "boxed items:"

ANSWER:

Box Type	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
CONTINGENCY	738,231,639	570,508,988	442,155,764	518,946,140	575,716,153	2,845,558,684
RESERVE	881,049,129	543,524,867	739,360,803	1,023,834,470	1,750,616,351	4,938,385,620
TARGET	0	0	130,724,963	797,643,806	1,067,285,003	1,995,653,772
Total	1,619,280,768	1,114,033,855	1,312,241,530	2,340,424,416	3,393,617,507	9,779,598,076

QUESTION 7: What additional level of P.E. consultants, if any, is programmed to produce the Tentative Work Program? (Show the dollar amount over/under the Adopted of July 1, 2016 for each fiscal year.)

ANSWER: The table below shows the additional level of PE Consultants programmed in the Tentative Work Program compared with the common years of the July 1, 2016 Adopted Work Program.

Four Common Years of Tentative (\$ in millions)

17/18	18/19	19/20	20/21	TOTAL
394.3	64.8	56.2	-9.3	505.9

QUESTION 8: When developing the Tentative Work Program were funds allocated to each district, except for the Turnpike Enterprise, according to 339.135(4)(a)1, F.S.?

Have funds for new construction been based on equal parts of population and motor fuel collection?

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - CENTRAL OFFICE

Have funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction or repair, public transit projects (except public transit block grants as provided in s. 341.052, F.S.), and other programs with quantitative needs assessments been allocated based on the results of these assessments?

Have funds for public transit block grants been allocated pursuant to s. 341.052, F.S.?

ANSWER: Work Program Funds have been allocated to each district in accordance with section 339.135(4)(a), F.S., and pertinent sections of Title 23 USC.

Funds for resurfacing, bridge repair and rehabilitation, public transit projects (except public transit block grants as provided in section 341.052, F.S.) and other needs based programs have been allocated based on annual quantitative needs assessments.

Public Transit Block Grants are allocated in the work program pursuant to section 341.052, F.S.

QUESTION 9: Is the total amount of the liabilities accruing in each fiscal year of the Tentative Work Program equal to or less than the revenues available for expenditure during the respective fiscal year based on the cash forecast for that respective fiscal year? 339.135(4)(b)1, F.S.

ANSWER: Yes. The 36-month cash forecast anticipates the liabilities accruing in each of the 3 years of the 5 year Tentative Work Program will not exceed the revenues available for expenditure.

QUESTION 10: Is the Tentative Work Program developed in accordance with the Florida Transportation Plan and does it comply with program fund levels contained in the Program and Resource Plan? 339.135(4)(b)2, F.S.

ANSWER: The Tentative Work Program was developed in accordance with the Program and Resource Plan of the Florida Transportation Plan. This has been done through issuance of Schedules A & B within the work program instructions directed to district and central office program managers, followed by a rigorous review process by central office program management

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - CENTRAL OFFICE

staff. The Tentative Work Program will be reviewed and approved by the Secretary prior to submission to the Florida Transportation Commission, Governor and Legislature.

QUESTION 11: Did the Department advance by one fiscal year all projects included in the second year of the previous Adopted Work Program? If not, then for those projects not advanced or those projects added, was there a determination by the Secretary that such adjustments were necessary? 339.135(4)(b)3, F.S.

Does the Tentative Work Program clearly identify and reflect the effect of such changes and adjustments to such projects? 339.135(4)(b)3, F.S.

ANSWER: To the maximum extent feasible, the Department transferred projects from the second year of the previous Adopted Work Program (17/18) to the first year of the current Tentative Work Program (17/18). Where changes were made, the Secretary determined that such adjustments were necessary.

Because the Department's work program is inherently subject to a significant number of factors that are beyond the Department's control, it is virtually impossible to transfer 100% of all project phases from the second year of the previous Adopted Work Program to the first year of the current Tentative Work Program. Factors such as changing MPO priorities, revisions of revenue forecasts, difficulty in obtaining right-of-way, and ecological and environmental factors will influence the stability of the Department's work program. However, it is still the highest priority of the Department to protect the stability of the work program and accomplish the commitments made in earlier adopted work programs.

QUESTION 12: Does the Tentative Work Program include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan supporting the Tentative Work Program? 339.135(4)(b)4, F.S.

ANSWER: Yes, The 36-month cash forecast and the 5-year finance plan which will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor and Legislature are balanced to projected revenues.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - CENTRAL OFFICE

QUESTION 13: Was the Tentative Work Program developed based on the district work programs? 339.135(4)(e), F.S.

ANSWER: Yes, the Department uses the Work Program Administration (WPA) system to develop the work program. The district work programs are segments of this automated system and form the basis of the statewide Tentative Work Program.

QUESTION 14: Were the individual district work programs reviewed for compliance with the work program instructions and did the central office ensure that the work program complied with the requirements of Sections 339.135(4)(b) and 339.135(4)(e), F.S.?

ANSWER: Yes, the Central Office reviewed the individual district work programs for compliance with the work program instructions, Florida statutes, federal laws and regulations, and departmental policies and procedures. The FDOT Secretary, along with the Office of Work Program and Budget, will review the district work programs on February 1, 2017.

QUESTION 15: Was the Tentative Work Program for Charlotte, Collier, DeSoto, Glades, Hendry, and Lee Counties developed by the district director for the Fort Myers Urban Office? 20.23(4)(d), F.S.

ANSWER: Yes, the director of the SWAO was involved in the development of the tentative five.

QUESTION 16: Will the Department be submitting a preliminary Tentative Work Program to the Governor, legislative appropriations committees, the Transportation Commission and the Department of Economic Opportunity at least 14 days prior to the convening of the regular legislative session? 339.135(4)(f), F.S.

ANSWER: Yes, the preliminary Tentative Work Program will be submitted to the Governor, legislative appropriations committees, the Florida Transportation Commission and the Department of Economic Opportunity at least 14 days prior to the convening of the regular legislative session.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - CENTRAL OFFICE

QUESTION 17: Does the Department's Tentative Work Program provide for a minimum variance between contract lettings? 337.015(2), F.S.

ANSWER: Yes, the scheduled lettings for the tentative work program have little variance with the exception of a few large dollar projects. The districts are instructed to balance the lettings across the fiscal year to the extent possible. In the past 2-3 years, we have had large last-quarter lettings, often affected by large dollar projects which impact the monthly letting total. Projects may move throughout the course of the year as a result of unavoidable project issues causing delays (permitting, utility, local government requests, etc.). Occasionally, the number of bidders, high bids, or bid protests may result in bids being rejected and re-bid at a later date. The Department continues to analyze and monitor for balanced lettings and has seen improvement in the last fiscal year. Safety-related or preservation work projects, which should not be delayed, may be moved as necessary.

QUESTION 18: Has the Department stabilized the work program to ensure the timely and systematic completion of projects? 337.015(4), F.S.

ANSWER: Yes, the Tentative Work Program, to the maximum extent possible, has been developed to ensure stability in the successful implementation of the program. The department has developed the Tentative Work Program to balance to the multi-year finance plans, cash forecast, forecast of state transportation revenues, forecast of receipt of federal aid, and forecasts of construction cost inflation factors.

QUESTION 19: Section 339.135(6)(b), F.S., requires the Department, at the close of business (which closing shall not be later than the 10th calendar day of the month following the end of each quarter of the fiscal year), to maintain a cash balance of not less than \$50 million or five percent of the unpaid balance of all State Transportation Trust Fund (STTF) obligations at the close of such quarter, whichever amount is less.

Does the Department's Tentative Work Program meet the above requirement? Please provide the forecasted monthly cash balances for the STTF highlighting each end of quarter cash balance through the Tentative Work Program period.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - CENTRAL OFFICE

ANSWER: Yes, the 36-month cash forecast to be submitted with the Tentative Work Program indicates that the cash balance is greater than the statutory minimum cash balance (the lesser of \$50 million or 5% of the unpaid balance of State Transportation Trust Fund obligations) at all times.

QUESTION 20: Section 338.241, F.S., requires the budget for the Turnpike system to be so planned as to provide for a cash reserve at the end of each fiscal year of not less than five percent of the unpaid balance of all Turnpike system contractual obligations, excluding bond obligations, to be paid from revenues.

Does the Department's Tentative Work Program meet the above requirement? Please provide the forecasted monthly cash balances for the Turnpike General Reserve Fund and the statutory minimum through the Tentative Work Program period.

ANSWER: Yes, the 36-month cash forecast to be submitted with the Tentative Work Program indicates that the Turnpike General Reserve Fund and the Turnpike Renewal and Replacement Fund monthly cash balances are greater than the statutory minimum cash balance (not less than 5% of outstanding contractual obligations) at all times.

QUESTION 21: Does the Department's Tentative Work Program provide for a minimum of 15 percent of all state revenues deposited into the STTF to be committed annually by the Department for public transportation projects, in accordance with chapter 311, ss 332.003 through 332.007, chapter 341, and 343, F.S? Please provide, by fiscal year, the annual program amounts and total state STTF allocations. 206.46(3), F.S.

ANSWER: Yes, the amount programmed for public transportation projects exceeds the 15% requirement.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - CENTRAL OFFICE

**TABLE III.
100% STATE FUNDS (PROGRAMMED)
(\$ IN MILLIONS)**

PROGRAM	Current Year					
	16/17	17/18	18/19	19/20	20/21	21/22
Aviation	265.7	250.2	216.2	207.3	253.1	188.3
Transit *	293.6	352.9	242.6	258.8	241.5	265.0
Rail	353.5	203.9	152.3	155.9	133.9	133.1
Intermodal Access	52.2	69.5	33.3	31.2	35.7	44.6
Seaport Development	141.9	166.4	119.5	113.9	117.9	106.5
FLP Total	1,107.0	1,043.0	763.9	767.1	782.1	737.4
Summer 2016 REC **	2,874.9	2,945.3	2,907.7	3,004.2	3,096.5	3,197.0
15% of REC ***	431.2	441.8	436.2	450.6	464.5	479.5

* Does not include Transportation Disadvantaged - Commission commitments.

** State Transportation Revenue as forecast by the Revenue Estimating Conference (REC), excluding selected amounts as provided by Chapter 2000-257 Laws of Florida. Summer 2016 forecast used for allocating program funds.

*** For comparison of 15% minimum programmed.

Based on snapshot: FILE: 4-Jan-2017

QUESTION 22: Does the Department’s Tentative Work Program provide for a minimum of \$50 million annually to fund the Florida Seaport Transportation and Economic Development Program, in accordance with 311.07(2) and 320.20(3) and (4), F.S. (\$25, \$15, and \$10 million allocations, respectively)?

ANSWER: Yes, in accordance with 311.07(2) and 320.20(3) and (4), F.S., the Department’s Tentative Work Program provides for a minimum of \$50 million annually to fund the Florida Seaport Transportation and Economic Development Program.

QUESTION 23: Section 311.10(1), F.S., states that beginning in FY 12/13 a minimum of \$35 million annually shall be made available from the STTF to fund the Strategic Port Investment Initiative. Were these funds allocated accordingly?

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ANSWER: Yes, the tentative work program contains \$634 million of strategic state funded seaport project investments. These projects support the state's economic development goal of becoming a hub for trade, logistics and export-oriented activities.

QUESTION 24: Section 311.101, F.S., created the Intermodal Logistics Center Infrastructure Support Program within the FDOT to provide funds for roads, rail facilities, or other means of conveyance or shipment of goods through a seaport. Beginning in FY 14/15, at least \$5 million per year shall be made available from the STTF for the program. The Department of Transportation shall include projects proposed to be funded under this section in the tentative work program. 311.101(7), F.S. (This requirement expires on July 1, 2020.)

Please identify by fiscal year each project and project amount identified for funding under this Program.

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ANSWER:

**Florida Department of Transportation
Intermodal Logistics Center Infrastructure Support Program
Summary of Awarded Applicants**

APPLICANT	LOCATION	DESCRIPTION	IMPROVEMENT TYPE	PROJECT PHASE	FISCAL YEAR	AWARDED AMOUNT	STATUS
Port Manatee Commerce Center	Palmetto	Construct a parallel 450 LF rail spur and construct a new 14,000 sq. ft. loading ramp to expand existing bulk carrier new intermodal services at an operating ILC.	Rail Siding, Loading Platform, Intermodal Access Improvement	Design, Construction	2013	\$175,000	Complete.
					2014	\$75,000	
South Florida Logistics Center	Miami	Construct access roads at FEC Hialeah Yard and 67 th Ave., truck loading ramps and internal traffic circulation roads.	Transportation Infrastructure	Construction	2013	\$2,500,000	Construction complete. Awaiting final report and invoice.
PCPA Intermodal Distribution Center	Panama City	Build access roads, lay-down area and 20 car rail intermodal cargo transfer facility with adequate setback to support transfer of bulk products between rail and truck.	Intermodal Cargo Transfer, Paved Truck Transload	Construction	2013	\$900,000	Complete. Final invoice undergoing review.
Keystone ILC Terminal Jacksonville	Jacksonville	Construct 2,100 LF of new rail, an on-site intermodal bulk transloading facility to transfer bulk and break-bulk commodities between ship, rail, and truck.	Intermodal Cargo Transfer and Bulk Rail Expansion	Design, Construction	2013	\$1,425,000	Construction underway.
					2014	\$825,000	
South Florida Logistics Center – FLAGLER STATION III	Miami	Construct road improvements, including mass grading, roadway construction, intersection improvements, and utility installation.	Transportation Infrastructure	Construction	2014	\$2,500,000	Construction underway.
Prologis Tradeport I-75	Miami-Dade County	Improve access to NW 97 th avenue from NW 154 th street; and extend NW 170 th street, from NW 97 th avenue to I-75, which provides access to the "Tradeport" development located adjacent to NW 97 th Avenue.	Transportation Infrastructure	Construction	2014	\$1,600,000	Construction underway.
					2015	\$900,000	
JAX LNG Intermodal Logistics Center Terminal	Jacksonville	Construct marine piers and docking infrastructure for the JAX LNG Intermodal Logistics Center Terminal, a 130,000 gallon per day liquefied natural gas facility on a 38.27-acre site adjacent to the Port of Jacksonville's Blount Island Terminal.	Marine docking Infrastructure with Truck and Tank-tainer Loading facilities	Construction	2017	\$2,500,000	Final Agreement execution underway.

TOTAL: \$13,400,00

QUESTION 25:

According to Section 339.0801, F.S., of the funds resulting from increased revenues to the STTF derived from amendments to s. 319.32(5)(a), F.S., \$10 million must be used to fund the Seaport Investment Program, \$35 million transferred to Florida's Turnpike Enterprise, \$10 million transferred to the Transportation Disadvantaged Trust Fund, \$10 million allocated to

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the Small County Outreach Program, and the remainder used for strategic transportation projects which increase the state’s viability in the national and global markets. (This requirement expires on July 1, 2044.)

Were the funds distributed accordingly?

ANSWER: Yes, in accordance with section 339.0801, F.S., the following annual allocations have been made: \$10 million has been allocated to the Seaport Investment Program; \$35 million has been allocated for projects which facilitate access to the existing turnpike system; \$10 million has been allocated for the Transportation Disadvantaged Trust Fund; \$10 million has been allocated for the Small County Outreach Program; and the remainder has been allocated for strategic transportation projects which meet the criteria specified in the statutes.

QUESTION 26: Section 337.025, F.S., authorizes the Department to establish a program for highway projects demonstrating innovative techniques of highway construction and finance which have the intended effect of controlling time and cost increases on construction projects. The Department may enter into no more than \$120 million in such contracts annually. This cap does not apply to Turnpike Enterprise projects.

Please provide by fiscal year, the amount contained in the Tentative Work Program for highway projects demonstrating innovative techniques of highway construction and finance.

ANSWER:

17/18	18/19	19/20	20/21	21/22
\$35,688,635	\$15,679,971	\$23,802,894	\$14,164,223	\$8,550,000

Note: Business Development Initiative Projects were previously included under the Innovative Contracting Statute. Business Development Initiative Projects are now governed by Section 337.027, F.S. and not included in the Innovative Contracting totals.

QUESTION 27: Section 339.12(4)(c), F.S., authorizes the Department to accept and receive contributions from governmental entities and enter into agreements to reimburse the governmental entity for projects not included in the adopted work program. At no time shall the total amount of

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project agreements for projects not included in the adopted work program exceed \$250 million. However, project advances in inland counties meeting specific criteria are excluded from the calculation of the statewide limitation.

Does the Tentative Work Program contain any such projects? If so, identify each project, the fiscal year such funds are to be committed, the dollar amount of each commitment, and the year of reimbursement. Also, please identify and provide the same information for projects located in any inland county which is excluded from the calculation of the \$250 million limitation.

ANSWER:

SUMMARY OF USE - LFRF FUND										
FOR FY 2017-2022 ADOPTED WORK PROGRAM										
Updated 01/12/2017										
DISTRICT	COUNTY	ITEM & SEGMENT NUMBER	PROJECT NAME	FISCAL YEAR	AGREEMENT AMOUNT	LFRF PROGRAMMED AMOUNT	REMAINING AMOUNT (PAYBACK AND/OR REFUND)	PAYBACK YEAR	AMOUNT RELEASED AS OF FY 2022	BALANCE AFTER FY 2022
2	Duval	4229404	Coastline Drive Bridge over St. Johns River Bridge #724304 (bridge replacement)	2016	\$ 3,750,000.00	\$ 3,750,000.00	\$ -	2021	\$ 3,750,000	\$ -
2	Duval	4229405	Liberty Street Over St. Johns River Bridge #724312 (bridge replacement)	2016	\$ 3,750,000.00	\$ 3,750,000.00	\$ -	2021	\$ 3,750,000	\$ -
2	Putnam	4345891	Strickland Road from CR20A to CR315 (resurfacing)	2014 2015	\$ 365,136.00	\$ 365,136.00	\$ -	2016 2017	\$ 365,136	\$ -
2	Lafayette	4375401	CR 354A from CR 354 to US 27 (drainage improvements)	2016	\$ 1,102,750.00	\$ 1,102,750.00	\$ -	2017	\$ 1,102,750	
3	Jackson	4364993	CR 10A Cottondale Road from Hall Street to SR 276 Penn Avenue (sidewalk)	2016 2017	\$ 198,152	\$ 198,152	\$ -	2017 2018	\$ 198,152	\$ -
TOTALS =					\$ 9,166,038	\$ 9,166,038			\$ 9,166,038	
TOTAL AUTHORIZED PER S. 339.12, F.S.						\$ 250,000,000				
AMOUNT REMAINING PRIOR TO PAYBACK						\$ 240,833,962				

QUESTION 28:

Title 23 U.S.C. allows transfers of highway funds for transit and use of transit funds for highways under limited circumstances.

Are any such fund transfers utilized in the Tentative Work Program? If so, for each such transfer please specify the fund categories involved, the purpose of the transfer, and the dollar amount.

ANSWER:

The FAST Act permits Surface Transportation Program (STP) and Congestion Mitigation (CM) funds to be used for Public Transportation Capital Projects and Transportation

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**Demand Management Projects. Projects programmed in the Tentative Work Program
consistent with the Metropolitan Planning Process are listed below:**

Year	Item	Item Description	Work Mix Description	Fund Description	Estimated
2018	215923-3	JTA / STP FUNDS DUVAL COUNTY PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,000,000
2018	405133-4	MDT - FTA SEC 5307 METRORAIL & METROMOVER GUIDEWAY BRIDGE INSPECTNS	FIXED GUIDEWAY IMPROVEMENTS	STP, URBAN AREAS > 200K	1,000,000
2018	405247-3	CITY OF KEY WEST-DOT LOWER KEYS SHUTTLE BUS FLEET REPLACEMENT SEC 5311	PURCHASE VEHICLES/EQUIPMENT	STP, ANY AREA	813,202
2018	406789-9	ST.JOHN'S CNTY BCC STP FUNDS PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	250,000
2018	421733-1	ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	300,000
2018	425441-1	VOLUSIA-VOTRAN XU SET ASIDE SECTION 5307	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,341,591
2018	425442-1	LYNX CFRTA SECTION 5307 CAPITAL FOR BUSES/EQUIPMENT/GRANT #FL-95-2016	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	7,106,587
2018	427949-4	BUS SHELTERS AT VARIOUS LOCATIONS	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	274,000
2018	428209-1	BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, AREAS <= 200K	187,500
2018	429767-1	SFRTA LAYOVER MAINTENANCE FACILITY W/RTA	FIXED GUIDEWAY IMPROVEMENTS	STP, URBAN AREAS > 200K	9,600,000
2018	431077-4	MDT - SR 836 EBS PANTHER STATION @ FIU (SEC 5307)	CAPITAL FOR FIXED ROUTE	CONGESTION MITIGATION - AQ	1,550,273
2018	433179-1	COLLIER AREA TRANSIT ITS PHASE III	URBAN CORRIDOR IMPROVEMENTS	STP, URBAN AREAS > 200K	316,250
2018	438390-1	WEST PALM BEACH TROLLEYS - 2 NEW ROUTES	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,505,000
2018	438392-1	PALM TRAN BUS SHELTERS - VARIOUS LOCATIONS	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	600,000
2018	440818-1	CITY OF FT. LAUDERDALE MODERN TROLLEYS - REPLACEMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	4,560,000
2019	215923-3	JTA / STP FUNDS DUVAL COUNTY PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,000,000
2019	405133-4	MDT - FTA SEC 5307 METRORAIL & METROMOVER GUIDEWAY BRIDGE INSPECTNS	FIXED GUIDEWAY IMPROVEMENTS	STP, URBAN AREAS > 200K	1,000,000

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2019	406789-9	ST.JOHN'S CNTY BCC STP FUNDS PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	250,000
2019	421733-1	ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	300,000
2019	428209-1	BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, AREAS <= 200K	187,500
2019	429767-1	SFRTA LAYOVER MAINTENANCE FACILITY W/RTA	FIXED GUIDEWAY IMPROVEMENTS	STP, URBAN AREAS > 200K	3,534,056
2019	433428-2	PLANTATION/SUNRISE ANCHOR HUB	TRANSIT IMPROVEMENT	STP, URBAN AREAS > 200K	3,000,000
2019	433429-2	HOLLYWOOD ANCHOR HUB	TRANSIT IMPROVEMENT	STP, URBAN AREAS > 200K	1,000,000
2019	433429-3	PEMBROKE PINES ANCHOR HUB	TRANSIT IMPROVEMENT	STP, URBAN AREAS > 200K	2,624,000
2019	435008-1	COLLIER COUNTY AREA TRANSIT ITS PH IV	URBAN CORRIDOR IMPROVEMENTS	STP, URBAN AREAS > 200K	545,068
2019	435249-1	VOLUSIA VOTRAN SECTION 5307 BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,357,898
2019	435250-1	CFRTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	7,334,442
2019	438396-1	WPB TROLLEY SHELTERS	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	571,000
2019	438399-1	BOCA TROLLEYS - NEW SERVICE	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,505,000
2019	440346-1	LEE TRAN BUS PURCHASE	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	750,000
2020	215923-3	JTA / STP FUNDS DUVAL COUNTY PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,000,000
2020	405133-4	MDT - FTA SEC 5307 METRORAIL & METROMOVER GUIDEWAY BRIDGE INSPECTNS	FIXED GUIDEWAY IMPROVEMENTS	STP, URBAN AREAS > 200K	1,000,000
2020	406789-9	ST.JOHN'S CNTY BCC STP FUNDS PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	250,000
2020	421733-1	ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	300,000
2020	428209-1	BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, AREAS <= 200K	187,500
2020	435029-2	US 41 FROM CR 846 (111TH AVE) TO NORTH OF 91ST AVE	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	51,600
2020	435249-1	VOLUSIA VOTRAN SECTION 5307 BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,343,584
2020	435250-1	CFRTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	7,102,130
2020	436503-1	LEE TRAN BUS PURCHASE	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,500,000
2020	437839-1	BUS STOPS IN MANATEE COUNTY VARIOUS LOCATIONS	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	292,082

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2020	438400-1	DELRAY BEACH TROLLEYS - REPLACEMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	860,000
2020	440279-1	BUS STOP IMPROVEMENTS AT VARIOUS LOCATIONS (HAINES CITY)	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	231,037
2021	406789-9	ST.JOHNS CNTY BCC STP FUNDS PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	250,000
2021	421733-1	ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	300,000
2021	428209-1	BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	DISTRICT DEDICATED REVENUE	187,500
2021	435249-1	VOLUSIA VOTRAN SECTION 5307 BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,331,249
2021	435250-1	CFRTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	7,190,501
2021	438153-1	LEE TRAN BUS PURCHASE	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,500,000
2021	439035-1	MANATEE COUNTY AREA TRANSIT (MCAT) BUS PURCHASES	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,780,000
2022	406789-9	ST.JOHNS CNTY BCC STP FUNDS PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	250,000
2022	421733-1	ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	300,000
2022	428209-1	BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, AREAS <= 200K	187,500
2022	435249-1	VOLUSIA VOTRAN SECTION 5307 BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,649,869
2022	435250-1	CFRTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	8,911,472
2022	440343-1	LEE TRAN BUS PURCHASE	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,500,000
2022	440439-1	BUS SHELTERS IN COLLIER COUNTY AT VARIOUS LOCATIONS	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	286,180

QUESTION 29: Title 23 U.S.C. allows transfers of highway funds between highway programs.

Are any such fund transfers utilized in the Tentative Work Program? If so, for such transfer, please specify the highway programs involved, the purpose of the transfer and the dollar amount.

ANSWER: Federal-aid is transferred from the Highway Safety Improvement Program (HSP) to the Safe Routes to School – Infrastructure Program (SR2T). This permits the use of funds for Safe

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Routes to School activities as a part of the Department’s continued commitment to safety for schools with grades K through 8th. Federal-aid is also transferred from the Highway Safety Improvement Program (HSP) to the Safety Educational - Transfer (HSPT). This permits the use of funds for Safe Educational activities as a part of the Department’s continued commitment to safety.

HSP Transfer to SR2T:

FY 17/18	7,000,000
FY 18/19	7,000,000
FY 19/20	7,000,000
FY 20/21	7,000,000
<u>FY 21/22</u>	<u>7,000,000</u>
5 Year Total	35,000,000

HSP Transfer to HSPT:

FY 17/18	7,040,000
FY 18/19	305,000
FY 19/20	320,000
FY 20/21	335,000
<u>FY 21/22</u>	<u>0</u>
5 Year Total	8,000,000

QUESTION 30:

Title 23 U.S.C. authorizes a Congestion Mitigation and Air Quality Improvement Program, which directs funds to programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide and small particulate matter. In addition, those states that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending.

Is this program fully implemented in the Tentative Work Program? If not, please explain. Also, please provide a general description of the types of projects funded by this program.

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ANSWER: The program is fully implemented. Florida no longer has areas which are in non-attainment status. As a result, the flexibility of these funds is increased. The Department distributes Congestion Mitigation to all districts by statutory formula for fiscal years 2017/18 through 2021/22. The districts may use the funds at their discretion for any Title 23 eligible activity.

QUESTION 31: Section 215.616, F.S., allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for the purpose of financing or refinancing the construction, reconstruction, and improvement of projects that are eligible to receive federal-aid highway funds.

Does the Tentative Work Program contain projects funded with these bond proceeds? If so, identify by fiscal year the amount contained in the Tentative Work Program.

ANSWER: Yes. The anticipated amounts and timing of GARVEE bond sales (indirect GARVEE are not project specific) included in the STTF Finance Plan to finance the Tentative Work Program are listed below:

FY 17/18 = none

FY 18/19 = none

FY 19/20 = \$75 million

FY 20/21 = \$200 million

FY 21/22 = \$135 million

QUESTION 32: Section 215.615, F.S., allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for the purpose of financing or refinancing fixed capital expenditures for fixed-guideway transportation systems.

Does the Tentative Work Program contain projects funded with these bond proceeds? If so, identify by fiscal year the amount contained in the Tentative Work Program.

ANSWER: No, the STTF Finance Plan does not include Fixed Guideway Bonds to fund projects in the Tentative Work Program

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QUESTION 33: Section 338.165(4), F.S., authorizes the Department to request the Division of Bond Finance to issue bonds secured by toll revenues collected on the Alligator Alley and the Sunshine Skyway Bridge to fund transportation projects located within the county or counties in which the project is located and contained in the Adopted Work Program.

Please identify by fiscal year, any such projects and amounts contained in the Tentative Work Program.

ANSWER:

Tolled Facility	County	Project Description	2018	2019	2020	2021	2022
Sunshine Skyway	Manatee	SR 70		\$1,526,321	\$2,053,453		
Sunshine Skyway	Manatee	SR 684			\$1,310,708	\$4,635,295	\$1,856,960
Sunshine Skyway	Manatee	US 41		\$1,615,925	\$2,233,752		
Sunshine Skyway	Manatee	I-275 Rest Area	\$9,705,288				
Sunshine Skyway	Manatee	SR 64 at Rye Road	\$3,590,217				
Sunshine Skyway	Hillsborough	I-275/SR 60		\$51,333,333			
Sunshine Skyway	Hillsborough	I-275 Downtown Interchange Improvement		\$1,092,550			
Sunshine Skyway	Pinellas	I-275 Rest Area	\$8,295,332				
Sunshine Skyway	Pinellas	Gateway Expressway	\$74,761,361				
Sunshine Skyway	Pinellas	Howard Frankland Bridge		\$22,734,290			

QUESTION 34: Section 338.166(1),(2),(3), F.S., authorizes the department to request the Division of Bond Finance to issue bonds secured by toll revenues collected on high-occupancy toll lanes or express lanes established on facilities owned by the department. The department may continue to collect the toll on the high-occupancy toll lanes or express lanes after the discharge of any bond indebtedness related to such project. Any remaining toll revenue from the high-occupancy toll lanes or express lanes shall be used by the department for the construction, maintenance, or improvement of any road on the State Highway System within the county or counties in which the toll revenues were collected or to support express bus service on the facility where the toll revenues were collected.

Please identify by fiscal year, any such projects and amounts contained in the Tentative Work Program.

ANSWER:

Express Lane Facility	County	Project Description	2018	2019	2020	2021	2022
95 Express	Miami-Dade	Krome Ave		\$5,000,000		\$1,360,000	
95 Express	Miami-Dade	SR 826/Palmetto Exwy	\$1,289,532			\$123,290,427	
95 Express	Miami-Dade	SR 25/Okeechobee Rd				\$13,421,578	
95 Express	Miami-Dade	Golden Glades Interchange				\$4,284,742	

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QUESTION 35: Section 206.46(2), F. S., allows that from the revenues deposited into the STTF a maximum of seven percent each fiscal year shall be transferred into the ROW Acquisition and Bridge Construction Trust Fund to pay debt service coverage of ROW and bridge construction bonds. The annual amount transferred under this subsection shall not exceed an amount necessary to provide the required debt service coverage levels for a maximum debt service not to exceed \$275 million.

What amount of funds was transferred into the ROW Acquisition and Bridge Construction Trust Fund, if any, and what percentage is this of the STTF?

ANSWER: The amounts in the table below represent current and planned ROW Acquisition and Bridge Construction Trust Fund debt service payments calculated as a percentage of STTF revenues.

Description	Actual	Current	Planned (\$ in millions)				
	15/16	16/17	17/18	18/19	19/20	20/21	21/22
Annual State Revenue for STTF (REC Summer 2016)	3,732.4	3,827.2	3,929.2	4,067.5	4,197.2	4,319.7	4,451.0
7% of Annual State Revenue or \$275M Debt Service Cap	261.3	267.9	275.0	275.0	275.0	275.0	275.0
Debt Service - Finance Plan	139.7	141.7	150.4	181.9	211.7	223.2	231.7
Debt Service as Percentage of STTF	3.74%	3.70%	3.83%	4.47%	5.04%	5.17%	5.21%

QUESTION 36: It is the policy of the state to manage the financing of transportation infrastructure in a manner that ensures fiscal integrity of the STTF. The department is required to provide a debt and debt-like contractual obligations load report to the Governor, President of the Senate, Speaker of the House, and the legislative appropriations committees in conjunction with the TWP. 339.139(1) and (2), F.S.

Has this report been completed and will it accompany the submission of the TWP? If so, please provide a copy of the report to the Commission.

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ANSWER: Yes, the debt load report has been completed and will accompany the submission of the Tentative Work Program. A copy of the report will also be provided to the Commission.

QUESTION 37: Section 339.139(3), F.S., states that the Department shall manage all levels of debt to ensure not more than 20 percent of total projected available state and federal revenues from the STTF, together with any local funds committed to Department projects, are committed to debt and debt-like contractual obligations in any year.

Please list the percentage of projected state, federal, and local funds in the STTF the Department has committed towards debt and debt-like contractual obligations.

ANSWER: Below is the percentage of projected revenue in the STTF the department plans to commit toward debt and debt-like contractual obligations:

FY 17/18 = 11.2%

FY 18/19 = 9.7%

FY 19/20 = 12.0%

FY 20/21 = 12.8%

FY 21/22 = 13.7%

QUESTION 38: Section 338.227(2), F.S., requires that all revenues and bond proceeds from the Turnpike system received by the Department pursuant to s. 338.22-338.241 F.S., shall be used only for the cost of Turnpike projects and Turnpike improvements and for the administration, operation, maintenance, and financing of the Turnpike system. No revenues or bond proceeds from the Turnpike system shall be spent for the operation, maintenance, construction, or financing of any project which is not part of the Turnpike system.

Does the Department's Tentative Work Program meet this requirement?

ANSWER: Yes.

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QUESTION 39: Section 338.223(4), F.S., authorizes the Department, with the approval of the Legislature, to use federal and state transportation funds to lend or pay a portion of the operating, maintenance, and capital cost of Turnpike projects. Operating and maintenance loans on Turnpike projects are limited to no more than 1.5 percent of the state transportation tax revenues for the same fiscal year.

Provide by fiscal year, such Turnpike projects and amounts contained in the Tentative Work Program and identify whether the loan is for operating, maintenance, or capital costs. Also, provide the amount of these funds that will be reimbursed from Turnpike funds and state transportation tax revenues by fiscal year.

ANSWER: **The Tentative Work Program for FY 2018 – FY 2022 does not contain any Turnpike projects with loans from the State Transportation Trust Fund for operating, maintenance, or capital costs.**

As of July 1, 2016, Turnpike owed the State Transportation Trust Fund \$68.8 million for operations and maintenance subsidies. The \$68.8 million was repaid in full on July 6, 2016.

QUESTION 40: Section 338.231(3)(a), F.S., requires that for a period extending through June 30, 2017 the Department program funds in the Tentative Work Program such that the percentage of Turnpike toll and bond financed commitments in Miami-Dade, Broward, and Palm Beach Counties, as compared to total Turnpike toll and bond financed commitments, be at least 90 percent of the share of net toll collections attributed to users of the Turnpike system in Miami-Dade, Broward, and Palm Beach Counties, as compared to total net total collections attributable to users of the Turnpike system.

Are funds programmed so that at least 90 percent of net toll collections in Dade, Broward, and Palm Beach Counties are programmed in those counties through FY 16/17?

ANSWER: **Yes, the minimum calculated commitment is \$3,824 million. Florida's Turnpike has \$3,991 million programmed which exceeds the minimum requirement by \$167 million.**

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QUESTION 41: Title 23 U.S.C. authorizes the use of federal-aid highway funds in the construction and improvement of toll facilities to an expanded degree, including:

- A. Constructing a non-Interstate toll highway, bridge or tunnel;
- B. Reconstructing, resurfacing, restoring or rehabilitating a toll highway, bridge or tunnel;
- C. Reconstructing or replacing a toll-free bridge or tunnel and converting to a toll facility;
- D. Reconstructing a toll-free highway (other than Interstate) and converting to a toll facility; and
- E. Preliminary studies for the above projects.

Are federal-aid highway funds programmed for any of the above purposes in the Tentative Work Program? If so, please provide specifics.

ANSWER:

Project	2018	2019	2020	Grand Total
Wekiva	\$95,009,173	\$124,780,177	\$758,846	\$220,548,196
238275-8			\$185,275	\$185,275
240200-2	\$95,009,173			\$95,009,173
240200-3		\$21,611,387		\$21,611,387
240200-4		\$103,168,790		\$103,168,790
437114-5			\$573,571	\$573,571
Gateway		\$3,000,000	\$8,000,000	\$11,000,000
433880-1		\$3,000,000	\$8,000,000	\$11,000,000
Grand Total	\$95,009,173	\$127,780,177	\$8,758,846	\$231,548,196

QUESTION 42: Section 334.30(1), F.S., states the Department “may receive or solicit proposals and enter into agreements with private entities, or consortia thereof, for the building, operation, ownership, or financing of transportation facilities.” Are there projects in this TWP which meet this condition? If so, please list each project identifying the type of funds (federal, state, local) being committed.

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Please identify which of these projects are being advanced from the adopted work program or increase transportation capacity, are greater than \$500 million, and are being advanced from the 10-year Strategic Intermodal System (SIS) Plan.

ANSWER: Yes, funding is included in the Tentative Work Program for public-private partnership agreements in which the Department has entered. The projects and funding are as follows:

Sum of Calculated			2018	2019	2020	2021	2022	Grand Total
I-4 Ultimate in Orange & Seminole Counties	432193-1	Federal	131,964,379	85,185,513	11,000,000	32,684,675	17,684,675	278,519,242
		State	139,712,365	53,344,941	40,254,410	48,624,565	44,518,085	326,454,366
		Toll, Local, Other	75,000,000	75,000,000	80,000,000	9,212,931	18,087,282	257,300,213
		Turnpike				10,928,300		10,928,300
I-595 Improvements	420809-3	Federal	217,622,000	4,298,000				221,920,000
		State	77,974,788	79,719,453	81,457,577	82,856,284	87,405,318	409,413,420
		Toll, Local, Other	1,550,330	2,060,521	2,163,613	2,228,593		8,003,057
		Turnpike	183,823	191,176	198,823	206,775	215,047	995,644
Port of Miami Tunnel	251156-3	State	40,058,104	41,259,847	42,497,642	43,772,571	45,085,749	212,673,913
		Toll, Local, Other	2,685,668	2,766,238	2,849,227	2,934,702	3,022,745	14,258,580
Grand Total			686,751,457	343,825,689	260,421,292	233,449,396	216,018,901	1,740,466,735

The following project is currently in procurement under Section 334.30, F.S.:

Sum of Calculated			2017	2018	2019	2020	2023	Grand Total
I-395/I-95 Projects	251688-1	Federal	58,317,000	111,178,183			7,000,000	176,495,183
		State	177,242,018	106,033,817	103,326,483			386,602,318
		Toll, Local, Other	633,990					633,990
		423126-2	State				35,000,001	
429300-2	429300-2	Federal	24,222,001				700,000	24,922,001
		State	1,050,000					1,050,000
Grand Total			261,465,009	217,212,000	103,326,483	35,000,001	7,700,000	624,703,493

QUESTION 43: Section 334.30(9), F.S., requires the Department to provide a summary of new public-private partnership projects as part of the submittal of the Tentative Work Program. The summary is to include the identification of planned funding from the STTF beyond the 5-year Tentative Work Program period. Has this summary been completed?

ANSWER: The summary report for public-private partnership projects will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor and Legislature.

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Funding decisions and procurement methods for the following new projects under consideration are still under development:

Tampa Bay Express is a system of tolled express lanes that will help reduce travel time and traffic congestion. Project limits under consideration include I-75 from north of Bruce B. Downs Boulevard to south of SR 674, I-275 from south of Bearss Avenue to Gandy Boulevard, and I-4 from the downtown Tampa interchange to the Polk Parkway.

I-4 Beyond the Ultimate – Located in Central Florida, I-4 Beyond the Ultimate consists of critical segments that are North and South of the 21-mile I-4 Ultimate project that is planned to open December 2020. The project is composed of five segments located in Orange, Polk, Osceola, Volusia and Seminole counties. The project will cover 40 miles of I-4 and provides variable toll pricing. The improvements will enhance the level of service, regional mobility and improve operations in the project area. The proposed improvements involve widening the existing six lane urban interstate in both directions with restricted access points to a 10 lane divided highway.

QUESTION 44:

Section 334.30(12), F.S., requires the Department to ensure that no more than 15 percent of total federal and state funding in any given year for the STTF be obligated collectively for all public-private projects. What percentage of total federal and state funds is obligated to public-private partnership projects in each year of the Tentative Work Program?

ANSWER:

I-395 is in procurement.

	Obligated Projects Currently Under Contract	Projects in Procurement	Total Public Private Partnership Obligations
FY 2018	8.43%	1.26%	9.69%
FY 2019	5.69%	1.19%	6.88%
FY 2020	6.91%	1.96%	8.88%
FY 2021	4.70%	1.79%	6.49%
FY 2022	7.58%	1.64%	9.22%

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QUESTION 45: Does the Tentative Work Program include an aviation and airport work program based on a collection of local sponsors' proposed projects? Does the plan separately identify development projects and discretionary capacity improvement projects? 332.007(2)(a), F.S.

Is the aviation and airport work program consistent with the statewide aviation system plan and, to the maximum extent feasible, consistent with approved local government comprehensive plans?

Does the aviation and airport work program include all projects involving funds administered by the Department to be undertaken and implemented by the airport sponsor? 332.007(2)(b), F.S.

ANSWER: Yes, the Tentative Work Program includes an aviation and airport work program based on a collection of local sponsors' proposed projects in compliance with 332.007(2)(a), F.S.

Yes, the plan separately identifies development projects and discretionary capacity improvement projects in compliance with 332.007(2)(a), F.S.

Yes, the aviation and airport work programs are consistent with the statewide aviation system plan and, to the maximum extent feasible, consistent with approved local government comprehensive plans in compliance with 332.007(2)(b), F.S.

Yes, the aviation and airport work programs include all projects involving funds administered by the department to be undertaken and implemented by the airport sponsor in compliance with 332.007(2)(b), F.S.

QUESTION 46: Section 336.045(1), F.S., requires that the Department consider design approaches which provide for compatibility with the surrounding natural or manmade environment; safety and security of public spaces; and appropriate aesthetics based upon scale, color, architectural style, materials used to construct the facilities, and the landscape design and landscape materials around the facilities. The section requires that the Department annually provide

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funds in its Tentative Work Program to implement provisions related to aesthetic design standards.

Has the Department provided funds in the Tentative Work Program to implement the provisions relating to aesthetic design standards? If not, please explain.

ANSWER: **Yes, the Department funds aesthetic provisions as part of standard project development, design and construction. These provisions are based on project location and input from local governments and the public. Aesthetic provisions are outlined in the Project Development and Environment Manual, Plans Preparation Manual and Structures Manual.**

QUESTION 47: Section 334.044(26), F.S., requires that no less than 1.5 percent of the amount contracted for construction projects be allocated on a statewide basis by the Department for the purchase of plant materials. This requirement does not apply to resurfacing projects unless approved by the Secretary.

Does the Department's Tentative Work Program meet this requirement?

ANSWER: **Yes, the Department meets this statewide requirement by programming landscape and highway beautification features in highway construction projects and improvements, stand-alone highway beautification projects and highway beautification projects completed by other government agencies. Any landscaping on resurfacing projects has been approved by the Secretary.**

QUESTION 48: Section 339.61(1), F.S., states that for purposes of funding projects under the Florida Strategic Intermodal System (SIS), the Department shall allocate from the STTF in its Program and Resource Plan a minimum of \$60 million each year, beginning in the 2004/05 fiscal year. This allocation of funds is in addition to any funding provided to the system by any other provision of law.

Please identify the funding allocated to the SIS for each fiscal year of the Tentative Work Program period to demonstrate compliance with this provision.

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ANSWER: Funding allocated in accordance with Section 339.61(1), F.S. is allocated to the Florida Strategic Intermodal System and programmed as follows:

(\$ in millions)	17/18	18/19	19/20	20/21	21/22
DIS Allocations	\$60.0	\$60.0	\$60.0	\$60.0	\$60.0

(\$ in millions)	17/18	18/19	19/20	20/21	21/22
Programming of SIS funds (DI, DIS, GMR, & SIWR)	\$867.3	\$694.9	\$633.2	\$705.2	\$780.3

QUESTION 49: Section 339.65(6), F.S., states that for the purposes of developing the proposed Strategic Intermodal System highway corridors, beginning in fiscal year 2012-2013 and for each fiscal year thereafter, the minimum amount allocated shall be based on the fiscal year 2003-2004 allocation of \$450 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 2003-2004.

Please identify the SIS minimum funding target for each fiscal year of the Tentative Work Program period to demonstrate compliance with this provision.

ANSWER:

(\$ in millions)	17/18	18/19	19/20	20/21	21/22	TOTAL
Calculated Minimum Target	\$600.3	\$614.7	\$629.5	\$645.2	\$662.1	\$3,151.8
Amount Programmed on SIS (all funds)	\$5,779.7	\$4,901.5	\$4,501.8	\$5,060.5	\$5,118.1	\$25,361.6

QUESTION 50: Section 339.135(4)(a)2, F.S., requires the Department to allocate at least 50 percent of any new discretionary highway capacity funds to the Florida SIS. In addition, FDOT has adopted an enhanced investment policy, reflecting the Legislature’s designation of the SIS as the state’s highest transportation capacity investment priority, which provides for the allocation of 75 percent of any new discretionary capacity funds to projects on the SIS. (Statutes define new discretionary highway capacity funds as “funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.”)

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Does the Department's Tentative Work Program meet the level of investment called for in the Department's investment policy? If so, please identify the total new discretionary highway capacity funds available and the amount programmed for SIS for each year of the TWP.

ANSWER:

Over the last year (since January 2016), the revenue estimating conference has projected increased revenues for transportation. After financing statutory requirements concerning allocations of specific revenue sources and the needs based programs, remaining new discretionary capacity funds were allocated in accordance with the department's policy: 75% to the SIS and 25% to the districts via statutory formula. The table below provides the new discretionary capacity funds which were allocated and the percentage of those funds which were allocated for the SIS.

(\$ in millions)	17/18	18/19	19/20	20/21	21/22	Total	% for SIS
New discretionary capacity funds	220.00	97.00	95.00	95.00	170.00	852.00	
Portion Allocated for the SIS	165.00	72.75	71.25	71.25	127.50	639.00	75%

QUESTION 51:

Please identify the total amount of funds allocated to the SIS during this work program period. How much of this total is from the funds made available through the Growth Management legislation passed during the 2005 Session?

Please provide a table identifying the SIS work program dollar amount by fiscal year with the Growth Management SIS funds as a separate line item.

ANSWER:

Funds Allocated to the Strategic Intermodal System

(\$ in millions)	17/18	18/19	19/20	20/21	21/22
Total SIS Allocation (DI, DIS, SIWR, GMR)	599.1	694.9	633.2	705.2	780.3
Portion of Allocation from Growth Management (GMR)	182.2	193.6	203.9	212.6	221.4

QUESTION 52:

The Transportation Regional Incentive Program (TRIP) was created for the purpose of providing funds to improve regionally significant transportation facilities in regional

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transportation areas. Funds available for the TRIP are to be allocated to the districts by statutory formula for eligible counties. 339.2819(3), F.S.

Were funds allocated to the districts accordingly? Please provide a table identifying TRIP allocations by fiscal year by district for each year of the TWP period.

ANSWER:

A portion of the proceeds the department is projected to receive from documentary stamp tax revenues (TRIP) and initial vehicle registration fees (TRWR) is directed to the Transportation Regional Incentive Program as specified in sections 201.15(4)(a)4 and 320.072(4)(e), F.S., respectively. Funds for the Transportation Regional Incentive Program were allocated to districts by statutory formula for development of the Tentative Work Program as shown in the table below (totals may be different due to rounding):

(\$ in Millions)	17/18	18/19	19/20	20/21	21/22	Total
District 1	2.397	2.989	3.506	3.950	4.396	17.238
District 2	1.930	2.406	2.823	3.181	3.540	13.880
District 3	1.280	1.596	1.873	2.110	2.348	9.207
District 4	3.161	3.940	4.622	5.208	5.796	22.727
District 5	3.600	4.488	5.265	5.932	6.602	25.888
District 6	2.160	2.692	3.158	3.558	3.960	15.528
District 7	2.548	3.177	3.727	4.199	4.673	18.324
Rail Enterprise (District 31)	60.000	60.000	60.000	60.000	60.000	300.000
Total	77.077	81.289	84.974	88.138	91.313	422.792

QUESTION 53:

Section 133, of Title 23 U.S.C., requires that after apportionment to the state, Surface Transportation Block Grant Program funds shall be allocated according to a scale which changes for each year of the Act. For FY 2018, 53 percent is to be divided by population in proportion to their relative shares, (i) in areas with over 200,000 in population, (ii) in areas with greater than 5,000 in population but no more than 200,000 population, and (iii) in areas of the state with population of 5,000 or less. The remaining 47 percent may be used in any area of the state.

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Is this requirement implemented in the Tentative Work Program? If not, please explain.

ANSWER: The Tentative Work Program implements this requirement in accordance with Section 133 of Title 23 U.S.C. MAP-21, Section 133 of Title 23 U.S.C. It also has mandatory set aside funds from STP for Bridges off the Federal System equal to 15% of the state’s FFY 2009 Bridge Program (\$21.1M). The applicable dollar amounts for each of the required percentages are shown in Schedule A of the Work Program Instructions, which have been provided.

QUESTION 54: The purpose of the Highway Safety Improvement Program created under Section 148, of Title 23 U.S.C., is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. A project under this program corrects or improves a hazardous road location or feature, or addresses a highway safety problem.

Please identify by fiscal year the amount of funds made available to the Department through this program.

ANSWER: In accordance with Section 148 of Title 23 U.S.C. funding is allocated for the Highway Safety Improvement Program as follows:

(\$ in Millions)	17/18	18/19	19/20	20/21	21/22
Net HSP Allocation	104.822	113.709	116.151	116.136	116.471

QUESTION 55: Of the resurfacing projects contained in the Tentative Work Program what is the average cost to resurface a lane mile of roadway on the State Highway System in each fiscal year?

Please provide by fiscal year, the number of lane miles programmed for resurfacing in the Tentative Work Program broken down by on-system and off-system miles.

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ANSWER:

Average Cost to Resurface a Lane Mile (\$000)

Type of Facility	17/18	18/19	19/20	20/21	21/22
Arterials	\$382	\$367	\$369	N/A	N/A
Interstate	\$408	\$375	\$404	N/A	N/A
Turnpike	\$407	\$384	\$433	N/A	N/A

Lane Miles Programmed for Resurfacing

Type of Facility	17/18	18/19	19/20	20/21	21/22
On-System	1,516	1,310	1,396	1,870	2,235
Off-System	16	18	4	7	-

QUESTION 56:

Section 334.046(4)(a)1, F.S., requires the Department to protect the state's transportation infrastructure investment by ensuring that 80 percent of the pavement on the State Highway System meets Department standards.

What is the percentage of the State Highway System (lane miles) planned to meet or exceed Department standards in each fiscal year?

Also, please provide by fiscal year, the number of additional lane miles programmed to be constructed in the Tentative Work Program broken down by on-system and off-system miles.

ANSWER:

Pavement Meeting or Exceeding Department Standards

Lane Miles	17/18	18/19	19/20	20/21	21/22
% Planned to meet or exceed	91.0%	88.3%	86.8%	87.7%	88.8%

Lane Miles Added

Type of Facility	17/18	18/19	19/20	20/21	21/22
On-System	200	162	119	162	120
Off-System	6	13	10	2	-

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QUESTION 57: Section 334.046(4)(a)2, F.S., requires the Department to protect the state’s transportation infrastructure investment by ensuring that 90 percent of Department- maintained bridges meet Department standards.

What is the percentage of FDOT-maintained bridges forecast to meet or exceed standards in each fiscal year?

ANSWER:

Bridges Meeting or Exceeding Department Standards

Bridges	17/18	18/19	19/20	20/21	21/22
% Planned to meet or exceed	94.4%	94.7%	95.0%	95.4%	95.6%

QUESTION 58: What is the percentage of FDOT-maintained bridges forecast to be in need of repair in each fiscal year?

How many FDOT-maintained and off-system bridges are programmed for repair in each fiscal year (please split the two out in your response)?

ANSWER:

Bridges in Need of Repair

	17/18	18/19	19/20	20/21	21/22
% FDOT Bridges in Need of Repair	4.9%	4.6%	4.3%	4.0%	3.7%

Bridges Programmed for Repair

Type of Facility	17/18	18/19	19/20	20/21	21/22
On-System	59	46	50	11	12
Off-System	1	2	-	-	-

QUESTION 59: What is the percentage of FDOT-maintained bridges forecast to be in need of replacement in each fiscal year?

How many FDOT-maintained and off-system bridges are programmed for replacement in each fiscal year (please split the two out in your response)?

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ANSWER:

Bridges in Need of Replacement

Bridges	17/18	18/19	19/20	20/21	21/22
% FDOT Bridges in Need of Replacement	0.6%	0.7%	0.7%	0.7%	0.7%

Bridges Programmed for Replacement

Type of Facility	17/18	18/19	19/20	20/21	21/22
On-System	6	4	8	8	3
Off-System	10	15	11	8	15

QUESTION 60:

Section 334.046(4)(a)3, F.S., requires the Department to protect the state’s transportation infrastructure investment by ensuring that it achieves 100 percent of the acceptable maintenance standard on the State Highway System.

What is the maintenance rating planned to be achieved on the State Highway System in each fiscal year?

ANSWER:

Maintenance	17/18	18/19	19/20	20/21	21/22
% Planned to meet or exceed	100.0%	100.0%	100.0%	100.05	100.0%

QUESTION 61:

Section 341.053, F.S. created the Intermodal Development Program. What dollar amount is contained in the Tentative Work Program for this program for each fiscal year? Please provide the dollar amount broken down by rail, port access, airport access, multi-modal terminals, transit, and future projects.

Also, please identify any significant (defined as being greater than \$1 million) intermodal projects funded in this Tentative Work Program. List the projects by name, description of the work, project phase(s), total state funds, and funds provided by other sources.

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ANSWER:

Intermodal Development Program (\$ in millions)

Program	17/18	18/19	19/20	20/21	21/22	Total
Rail	0.000	0.000	0.000	0.000	3.700	3.700
Future Projects	8.683	14.634	13.389	12.167	1.800	50.672
Port Access	1.434	1.500	0.000	0.000	0.000	2.934
Airport Access	6.433	6.836	3.071	1.640	1.146	19.126
Multi-Modal Terminals	76.008	14.233	22.039	28.307	32.654	173.241
Transit	7.315	8.780	4.695	4.119	7.060	31.969
Total	99.872	45.983	43.194	46.234	46.360	281.642

Significant Intermodal Development Program Projects: \$1,000,000 and Over

Fiscal Year	District	Item	Phase	Fund Source	Project Estimate	Description of Project	Scope of Work
2018	01	431414-1	94	State	6,000,000	ROSA PARKS DOWNTOWN INTERMODAL CAPACITY IMPROVEMENTS	INTERMODAL HUB CAPACITY
2018	01	438751-1	94	State	1,827,245	LEETRAN	PARK AND RIDE LOTS
2018	03	425617-2	94	State	1,001,250	BOB SIKES AIRPORT CONSTRUCT ACCESS ROADWAY	AVIATION PRESERVATION PROJECT
2018	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2018	04	437970-1	94	State	4,500,000	FT.LAUDERDALE/HOLLYWOOD INTERNATIONAL A/P, REHAB RUNWAY 10L-28R(NORTH)	AVIATION PRESERVATION PROJECT
2018	06	251684-6	32 & 52	Federal	24,997,827	GOLDEN GLADES MULTI- MODAL TERMINAL	INTERMODAL HUB CAPACITY
			52	State	16,429,134		

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2018	06	438749-1	94	State	2,500,000	DTPW/MDT - TRANSIT CONNECTOR FROM MIAMI TO MIAMI BEACH	PTO STUDIES
2018	06	439218-1	32 & 62	State	1,800,000	DISTRICTWIDE GENERAL ENGINEERING CONSULTANT FOR MODAL	PRELIMINARY ENGINEERING
2018	06	439334-1	14	Federal	3,712,640	MIAMI-DADE MPO FY 2016/2017-2017/2018 UPWP	TRANSPORTATION PLANNING
2018	07	440336-1	94	State	1,433,941	PORT TAMPA BAY - PORT SUTTON INTERMODAL IMPROVEMENTS	SEAPORT CAPACITY PROJECT
2018	31	412994-2	22 & 32	State	2,832,566	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
2018 Total					68,782,995		
2019	01	438836-1	94	State	1,300,000	LAKELAND LINDER REG ARPT SITE PREP/UTILITY INSTALL @ INTERMODAL CENTER	AVIATION CAPACITY PROJECT
2019	03	425617-2	94	State	1,035,820	BOB SIKES AIRPORT CONSTRUCT ACCESS ROADWAY	AVIATION PRESERVATION PROJECT
2019	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2019	04	437970-5	94	State	4,500,000	FT. LAUDERDALE/HOLLYWOOD INTERNATIONAL A/P, REHAB RUNWAY 10L-28R(NORTH)	AVIATION PRESERVATION PROJECT
2019	06	435381-1	94	State	2,721,965	MDT - PALMETTO INTERMODAL TERMINAL	INTERMODAL HUB CAPACITY
2019	06	437143-1	94	State	5,000,000	DOLPHIN STATION AT HEFT AND NW 12TH STREET	PARK AND RIDE LOTS
2019	06	437782-1	32	Federal	4,069,107	SR 968/FLAGLER ST FROM SR 821/HEFT TO SR 5/BISCAYNE BLVD (BRT STUDY)	PD&E/EMO STUDY
2019	06	437784-1	32	Federal	4,069,107	SR 94/KENDALL DR FROM SR 997/KROME AVE TO SR 5/S DIXIE HWY (BRT STUDY)	PD&E/EMO STUDY
2019	06	438076-1	32	Federal	4,069,107	SR 9/NW 27 AVE FROM MIA INTRMDAL CTR TO NW 215 ST/UNITY STN(PTC STUDY)	PD&E/EMO STUDY
2019	06	439218-1	32 & 62	State	1,800,000	DISTRICTWIDE GENERAL ENGINEERING CONSULTANT FOR MODAL	PRELIMINARY ENGINEERING
2019	07	440335-1	94	State	1,499,908	PORT TAMPA BAY - HOOKERS POINT INTERMODAL IMPROVEMENTS	SEAPORT CAPACITY PROJECT

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2019	31	412994-2	22	State	1,000,000	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
2019 Total					32,813,406		
2020	01	438836-1	94	State	1,400,000	LAKELAND LINDER REG ARPT SITE PREP/UTILITY INSTALL @ INTERMODAL CENTER	AVIATION CAPACITY PROJECT
2020	03	425635-3	94	State	1,071,393	DEFUNIAK SPRINGS AIRPORT CONSTRUCT TERMINAL BUILDING	AVIATION REVENUE/OPERATIONAL
2020	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2020	06	439218-1	32 & 62	State	1,800,000	DISTRICTWIDE GENERAL ENGINEERING CONSULTANT FOR MODAL	PRELIMINARY ENGINEERING
2020	06	435381-1	94	Federal	1,735,331	MDT - PALMETTO INTERMODAL TERMINAL	INTERMODAL HUB CAPACITY
				State			
2020	07	440709-1	84	State	2,171,419	REGIONAL INTERMODAL ACCESS IMPROVEMENTS	INTERMODAL HUB CAPACITY
2020	31	412994-2	22 & 32	State	3,700,000	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
2020 Total					13,626,535		
2021	03	422301-8	94	State	1,107,997	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION	AVIATION REVENUE/OPERATIONAL
2021	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2021	5 & 31	412994-2	22 & 32	State	4,062,084	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
2021	06	439218-1	32 & 62	State	1,800,000	DISTRICTWIDE GENERAL ENGINEERING CONSULTANT FOR MODAL	PRELIMINARY ENGINEERING
2021 Total					8,718,473		

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QUESTIONS - CENTRAL OFFICE

2022	06	439218-1	32 & 62	State	1,800,000	DISTRICTWIDE GENERAL ENGINEERING CONSULTANT FOR MODAL	PRELIMINARY ENGINEERING
2022 Total					1,800,000		

QUESTION 62:

Section 339.55(1)(2), F.S., states there is created within the Department of Transportation a state-funded infrastructure bank for the purpose of providing loans and credit enhancements to government units and private entities for use in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. The bank may lend capital costs or provide credit enhancements for:

- A transportation facility project that is on the State Highway System or that provides for increased mobility on the state's transportation system or provides intermodal connectivity with airports, seaports, rail facilities, and other transportation terminals, pursuant to s. 341.053, for the movement of people and goods.
- Projects of the Transportation Regional Incentive Program which are identified pursuant to s. 339.2819(4).

Will there be loans and/or credit enhancements provided to government units and/or private entities from the state-funded state infrastructure bank in this Tentative Work Program? If yes, please identify the government or private entity, loan amount, and repayment schedule for each fiscal year.

Please provide the same information for any projects in the Tentative Work Program that are funded in whole or part with federal State Infrastructure Bank (SIB) Funds.

ANSWER:

Applicant	Financial Project Number	State of Federal	Name of Project	SIB Loan Amount	Term
City of Miami Beach	440907-1	State	Modern Streetcar	\$50,000,000	30 years
Celebration Pointe Holdings, LLC	440748-1	State	Celebration Pointe - Loan 2	\$26,750,000	30 years

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QUESTIONS - CENTRAL OFFICE

QUESTION 63: There has been created, within the Department of Transportation, a County Incentive Grant Program for the purpose of providing grants to counties, to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. 339.2817(1), F.S.

What dollar amount, by fiscal year, has been provided in the Tentative Work Program for grants under this provision? Please include any “boxed” funds.

ANSWER: In accordance with Section 339.2817(1), F.S., funds are allocated to the County Incentive Grant Program (CIGP) and programmed as follows:

(\$ in Millions)	17/18	18/19	19/20	20/21	21/22
CIGP Allocations	36.62	37.19	37.72	38.21	38.66
CIGP Programming	41.97	37.19	37.72	38.21	38.66

QUESTION 64: Section 212.0606(3)(b), F.S., states that the proceeds deposited in the STTF from the rental car surcharge shall be allocated on an annual basis in the work program to each district, except the Turnpike Enterprise. The amount allocated for each district shall be based upon the amount of proceeds collected in the counties within each respective district.

Please provide documentation identifying the annual rental car surcharge proceeds by district and the annual allocations by district.

ANSWER: Estimates of the Rental Car Surcharge are based on Revenue Estimating Conference data and are allocated to the Districts as DS based on the annual estimated collections.

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(\$ in Millions)	17/18	18/19	19/20	20/21	21/22	Total
District 1	15.258	15.703	16.112	16.510	16.928	80.512
District 2	7.920	8.151	8.363	8.569	8.786	41.789
District 3	5.423	5.581	5.727	5.868	6.017	28.616
District 4	34.007	35.000	35.911	36.797	37.730	179.446
District 5	38.659	39.787	40.824	41.831	42.891	203.992
District 6	27.216	28.010	28.739	29.448	30.195	143.608
District 7	19.807	20.385	20.916	21.432	21.975	104.513
Total	148.290	152.616	156.592	160.455	164.523	782.476

QUESTION 65:

One of the Department’s objectives for implementing the goals presented in the 2060 Florida Transportation Plan is to improve the efficiency of the transportation system by deploying Intelligent Transportation Systems (ITS) technology on critical state corridors.

Please provide the total dollar amount (statewide and district funds) allocated to ITS projects for each year of the work program by district.

ANSWER:

Provided below are the amounts specifically programmed for ITS project phases from the ITS Cost Feasible Plan (CFP) in the Tentative Work Program (2017/18 – 2021/22). The CFP provides for the deployment and/or operations support of ITS devices on the Florida Intrastate Highway System (FIHS) limited-access facilities and other Strategic Intermodal System (SIS) facilities to better manage traffic on these facilities. These estimates exclude maintenance costs covered in the Maintenance program.

ITS Cost Feasible Plan FY2017/18 through FY2021/22 (Statewide + Districts) (All amounts are in Millions of Dollars)

	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	Total
District 1	10.166	12.392	9.455	10.073	8.891	50.979
District 2	40.267	23.589	11.502	11.835	9.437	96.633
District 3	17.980	8.627	9.024	10.074	7.723	53.431
District 4	36.395	32.934	43.055	27.053	31.286	170.725
District 5	39.411	53.344	18.535	50.658	49.532	211.483
District 6	40.510	43.568	43.171	42.773	39.027	209.051
District 7	24.394	19.784	11.014	8.471	8.783	72.447
Turnpike	6.898	5.481	6.986	10.928	0	30.294
CO	12.619	11.080	11.000	8.508	10.750	53.958
Total	228.644	210.801	163.747	180.377	165.432	949.002

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ITS Operations FY2017/18 through FY2021/22 (Statewide) (All amounts are in Millions of Dollars)

	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	Total
District 1	1.818	1.615	1.664	1.963	2.014	9.074
District 2	1.209	1.241	1.275	1.309	1.345	6.379
District 3	3.187	1.191	1.219	1.248	1.278	8.123
District 4	2.417	2.482	2.549	2.618	2.689	12.755
District 5	0.600	1.241	3.391	3.477	3.564	12.273
District 6	1.084	1.116	1.150	1.184	1.220	5.754
District 7	1.209	1.241	1.275	1.309	1.345	6.379
Total	11.524	10.127	12.523	13.108	13.455	60.737

ITS Replacement FY2018 Through FY2022 (Statewide) (All amounts are in Millions of Dollars)

	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	Total
District 1	2.164	0.250	2.151	2.003	3.393	9.961
District 2	0.272	3.940	3.277	1.785	4.004	13.278
District 3	0.493	0.446	0.000	2.596	0.022	3.557
District 4	1.716	1.969	7.594	0.710	1.121	13.110
District 5	2.918	1.017	1.756	4.398	5.239	15.328
District 6	1.517	1.070	0.998	11.708	1.796	17.089
District 7	1.072	0.659	1.527	2.096	2.624	7.978
Total	10.152	9.351	17.303	25.296	18.199	80.301

QUESTION 66: There is an annual set aside of at least \$25 million in statewide funds for ITS projects on the five major limited access corridors of I-4, I-10, I-75, I-95, and the Turnpike.

Please provide the annual dollar amount by fiscal year in statewide funds allocated to ITS projects on these major corridors.

ANSWER: Provided below are the amounts specifically programmed for ITS projects on the five major limited access corridors of I-4, I-10, I-75, I-95, and the Turnpike.

FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total
35.425	21.068	9.625	5.779	8.120	80.017

The amounts are in Millions of Dollars

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QUESTIONS - CENTRAL OFFICE

In accordance with the ITS Cost Feasible Plan (CFP), we have begun programming ITS projects on the other Strategic Intermodal System (SIS) facilities to better manage traffic on these facilities. Provided below are the amounts specifically programmed for ITS projects on these corridors.

FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total
8.431	2.750	2.277	6.201	0.490	20.149

The amounts are in Millions of Dollars

QUESTION 67:

Section 201.15(4)(a), F.S., provides an annual investment into the STTF of the lesser of 24.18442% of the remainder or \$541.75 million of documentary stamp revenue after other required payments. Out of such funds, \$75 million for each fiscal year shall be transferred to the State Economic Enhancement and Development Trust fund. The remainder is to be allocated accordingly, 10% to the New Starts Transit Program, 10% to the Small County Outreach Program, 75% of the remainder after the allocation to the New Starts and Small County Outreach Programs to the SIS, and 25% of the remainder to the Transportation Regional Incentive Program (TRIP) (the first \$60 million of the TRIP portion shall be allocated to the Florida Rail Enterprise).

Please provide the commitments by program derived from this additional investment in each year of the Tentative Work Program. Is the first \$60 million of the TRIP portion allocated accordingly?

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QUESTIONS - CENTRAL OFFICE

ANSWER:

Programming of Documentary Stamp Tax Proceeds						
(\$ in millions)	17/18	18/19	19/20	20/21	21/22	Total
A-STATE HIGHWAY SYSTEM (SHS)	112.4	120.1	100.0	106.7	152.1	591.4
B-OTHER ROADS	25.9	25.7	26.9	30.6	33.9	143.0
C-RIGHT-OF-WAY LAND	13.7	4.3	0.5	1.8	1.0	21.3
D-AVIATION	69.7	33.1	33.1	55.2	25.2	216.4
E-TRANSIT	156.7	41.1	45.8	40.2	53.0	336.8
F-RAIL	101.2	61.6	72.7	72.6	69.0	377.1
G-INTERMODAL ACCESS	17.5			0.2		17.7
H-SEAPORT DEVELOPMENT	71.0	22.0	28.7	34.2	25.2	181.2
L-PRELIMINARY ENGINEERING	0.7	5.3	23.1	3.8	0.6	33.4
M-CONST ENGINEERING & INSPECTION	2.5	0.2				2.7
N-RIGHT-OF-WAY SUPPORT	0.4	0.2				0.6
O-ENVIRONMENTAL MITIGATION	0.2					0.2
T-TRAFFIC ENG & OPERATIONS	0.0	0.0	0.0	0.0	0.0	0.0
Total	\$571.9	\$313.7	\$330.8	\$345.4	\$360.1	\$1,921.9

Allocation of the TRIP portion of Documentary Stamp Tax Proceeds						
(\$ in millions)	17/18	18/19	19/20	20/21	21/22	Total
District 1	0.1	0.6	1.1	1.5	1.9	5.3
District 2	0.1	0.5	0.9	1.2	1.5	4.3
District 3	0.1	0.3	0.6	0.8	1.0	2.8
District 4	0.1	0.8	1.5	2.0	2.6	7.1
District 5	0.2	0.9	1.7	2.3	2.9	7.9
District 6	0.1	0.6	1.0	1.4	1.8	4.9
District 7	0.1	0.7	1.2	1.6	2.1	5.7
District 31 – Florida Rail Enterprise	60.0	60.0	60.0	60.0	60.0	300.0
Total	\$60.7	\$64.5	\$68.0	\$70.9	\$73.8	\$337.9

QUESTION 68:

Section 343.58(4)(a), F.S., directs the Department to annually transfer from the STTF to the South Florida Regional Transportation Authority up to \$15 million for operations, maintenance, and dispatch. (This amount will vary depending on whether South Florida Regional Transportation Authority becomes responsible for maintaining and dispatching in the corridor.) Funding required by this subsection shall cease upon commencement of an alternate dedicated local funding source. The authority and the Department shall cooperate in the effort to identify and implement such an alternate dedicated local funding source before July 1, 2019.

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Has the Department assumed direct NEPA decision making authority? If not, what is the projected timeframe when the Department will assume authority?

ANSWER: Yes, the Department signed the MOU giving FDOT NEPA Assignment on December 14, 2016.

QUESTION 71: Section 339.135(7)(g), F.S., requires that any Work Program amendment, except an amendment subject to Section 339.135(7)(h), F.S., which also requires the transfer of fixed capital outlay appropriations between categories within the Department or the increase of an appropriation category is subject to the approval of the Legislative Budget Commission (LBC). This section was amended, effective July 1, 2016, removing the authorization for the chair and vice chair of the LBC to approve an amendment to the Work Program if a LBC meeting cannot be held within 30 days of the Department's submittal.

A new Section 339.135(7)(h), F.S., requires that any Work Program amendment that also adds a new project, or phase thereof, to the adopted Work Program in excess of \$3 million is subject to approval by the LBC.

Did the legislative changes made to the LBC approval process of the Department's Work Program amendment process impact the development of the 2017/18 - 2021/22 Tentative Work Program? If so, what was the impact?

ANSWER: The LBC approval process of the Department's Work Program amendments adding projects over \$3 million did not negatively impact the development of the 2017/18 – 2021/22 Tentative Work Program. Additional analysis was required this cycle to make sure the Department planned for the additional days required for an LBC approval, but overall the process did not cause any type of delays or interruptions to the work plan.

QUESTION 72: A new Section 339.0809, F.S., created the Florida Department of Transportation Financing Corporation (Corporation) as a nonprofit corporation for the purpose of financing or refinancing projects for the Department. The Corporation is governed by a board of directors

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consisting of the director of the Office of Policy and Budget within the Executive Office of the Governor, the director of the Division of Bond Finance, and the Department’s Secretary. The Corporation may issue and incur notes, bonds, and other obligations of indebtedness (not to exceed 30 years) payable from and secured by amounts payable to the Corporation by the Department under a service contract for the purpose of financing or refinancing approved projects. The Department’s commitments are subject to annual appropriation by the Legislature and will not constitute a general obligation of the State or pledge of the full faith and credit of the State.

Please identify any projects, and related amounts, included in the 2017/18 - 2021/22 Tentative Work Program that utilize the Florida Department of Transportation Financing Corporation.

ANSWER:

I-95 Phase 3C, shown below, is utilizing the Florida Department of Transportation Financing Corporation created under Section 339.0809 F.S.

ItemSeg	Fund	FY 2018	FY 2019	FY 2020	Total
409354-2	FINC	\$475,831,014	\$8,801,840	\$11,957,000	\$496,589,854

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QUESTIONS - DISTRICT OFFICES

QUESTION 1: Was the District Work Program developed cooperatively from the outset with the various metropolitan planning organizations (MPO's) and boards of county commissioners? Does the District Work Program include, to the maximum extent feasible, the transportation improvement programs of MPOs and changes to the improvement programs which have been submitted to the Department? 339.135(4)(c)2, F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes
Rail Enterprise	N/A		

QUESTION 2: Did the District receive a list of project priorities from each MPO by October 1, 2016? 339.135(4)(c)2 and 339.175(8)(b), F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 3: Did the District reschedule or delete any project(s) from the District Work Program which is part of the MPO's transportation improvement program and is contained in the last four years of the Department's Adopted Work Program for Fiscal Years 2017-18/2020-21? If yes, did the District provide the MPO with written justification prior to submittal of the District Work Program to the central office by January 4, 2017? 339.135(4)(c)3, F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	No
Rail Enterprise	N/A		

Did the Secretary approve the rescheduling or deletion?

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QUESTIONS - DISTRICT OFFICES

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 4:

Did any MPO file an objection of such rescheduling or deletion with the Secretary by January 23, 2017? If yes, please provide a copy of such objection and the District response. 339.135(4)(c)3, F.S.

ANSWER:

District	Response	District	Response
1	No	5	No
2	No	6	No
3	No	7	No
4	No	Turnpike	N/A
Rail Enterprise	N/A		

Note: The Commission shall include such objections in its evaluation of the Tentative Work Program only when the Secretary has approved the rescheduling or deletion. 339.135(4)(c)3, F.S.

QUESTION 5:

Was a public hearing held on the District Work Program in at least one urbanized area in the District prior to its submission to the central office? 339.135(4)(d), F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes
Rail Enterprise	N/A		

QUESTION 6:

Were presentations given by the District at MPO meetings to determine the necessity of making changes to any projects included or to be included in the District Work Program and to hear requests for new projects to be added to, or existing projects to be deleted from, the District Work Program? Did these meetings also include boards of county commissioners of counties not represented by MPOs? 339.135(4)(d), F.S.

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ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes
Rail Enterprise	N/A		

QUESTION 7:

Did the District provide the appropriate MPO with written explanation for any project which is contained in the MPO's transportation improvement program and which is not included in the District Work Program? 339.135(4)(d), F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 8:

Did the District receive any written requests from MPOs for further consideration of any specific project not included or not adequately addressed in the District Work Program? If yes, provide a copy of such written request. 339.135(4)(d), F.S.

ANSWER:

District	Response	District	Response
1	None	5	None
2	None	6	None
3	None	7	Yes
4	None	Turnpike	None
Rail Enterprise	N/A		

QUESTION 9:

Did the District acknowledge and review all such requests prior to the submission of the District Work Program to the central office? If yes, provide a copy of such acknowledgment. 339.135(4)(d), F.S.

ANSWER:

District	Response	District	Response
1	N/A	5	N/A
2	N/A	6	N/A
3	N/A	7	No
4	N/A	Turnpike	N/A
Rail Enterprise	N/A		

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QUESTION 10: Did the District forward a copy of all such requests to the Secretary and the Transportation Commission?

ANSWER:

District	Response	District	Response
1	N/A	5	N/A
2	N/A	6	N/A
3	N/A	7	Yes
4	N/A	Turnpike	N/A
Rail Enterprise	N/A		

Note: The Commission must include such requests in its evaluation of the Tentative Work Program. 339.135(4)(d), F.S.

QUESTION 11: Section 134 of Title 23, U.S.C., is amended to require that in transportation management areas (TMAs), i.e., areas with over 200,000 population, federal-aid highway and transit projects are to be selected by the MPO in consultation with the state, consistent with the transportation improvement program (TIP). However, projects within the TMA that are on the National Highway System or pursuant to the bridge and interstate maintenance programs are to be selected by the state in cooperation with the MPOs, consistent with the TIP.

Were projects in the Tentative Work Program within TMAs selected in accordance with the above requirements? If not, please explain.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 12: For urbanized areas with a population of 200,000 or less, Section 134 requires that federal-aid projects within an urbanized area be selected by the state in cooperation with the MPO, consistent with the area's TIP.

For non-urbanized areas, the Section requires that federal-aid projects be selected by the state in cooperation with affected local officials. However, projects on the National Highway System or

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pursuant to the bridge and maintenance programs must be selected by the state in consultation with affected local officials.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

Were projects included in the Tentative Work Program selected in accordance with the above requirements for smaller urbanized and non-urbanized areas? If not, please explain.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 13:

There has been created, within the Department of Transportation, the Small County Outreach Program to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads. 339.2818(1), F.S.

What dollar amount, by fiscal year, has been provided in the District Work Program for grants under this provision? (Be sure to include all relevant fund codes, including any "boxed" funds).

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - DISTRICT OFFICES

ANSWER:

District	Fund	FY18	FY19	FY20	FY21	FY22
01	GRSC	4,009,744	4,175,949	4,484,128	4,745,821	5,008,769
	SCED	1,794,872	1,794,872	1,794,872	1,794,872	1,794,872
	SCOP	1,643,044	1,668,871	1,692,608	1,714,331	1,734,567
	SCRC	416,215	0	0	0	0
	SCWR	2,126,201	2,179,435	2,212,126	2,244,423	2,276,294
02	GRSC	7,669,487	8,351,897	8,968,256	9,491,641	10,017,538
	SCED	3,589,744	3,589,744	3,589,744	3,589,744	3,589,744
	SCOP	3,286,089	3,337,743	3,385,217	3,428,662	3,469,134
	SCRC	2,484,946	0	0	0	0
	SCWR	4,252,402	4,358,869	4,424,253	4,488,847	4,552,588
03	GRSC	7,054,389	7,158,769	7,687,077	8,135,692	8,586,462
	SCED	3,180,873	3,076,923	3,076,923	3,076,923	3,076,923
	SCOP	2,816,648	2,860,922	2,901,614	2,938,853	2,973,544
	SCRC	1,602,511	0	0	0	0
	SCWR	3,744,916	3,736,174	3,792,217	3,847,583	3,902,218
04	GRSC	1,095,641	1,193,128	1,281,179	1,355,949	1,431,077
	SCED	512,821	512,821	512,821	512,821	512,821
	SCOP	469,441	476,820	483,602	489,809	495,591
	SCRC	4,355,911	0	0	0	0
	SCWR	607,486	622,696	632,036	641,264	650,370
05	GRSC	1,826,876	1,193,128	1,281,179	1,355,949	1,431,077
	SCED	596,399	512,821	512,821	512,821	512,821
	SCOP	493,822	476,820	483,602	489,809	495,591
	SCWR	1,347,544	622,696	632,036	641,264	650,370
	06	GRSC	1,878,578	596,564	640,590	677,974
06	SCED	404,996	256,410	256,410	256,410	256,410
	SCOP	234,721	238,410	241,801	244,904	247,795
	SCWR	303,743	311,348	316,018	320,632	325,185
	07	GRSC	547,821	596,564	640,590	677,974
07	SCED	256,410	256,410	256,410	256,410	256,410
	SCOP	234,721	238,410	241,801	244,904	247,795
	SCWR	303,743	311,348	316,018	320,632	325,185
Grand Total		65,142,755	54,706,562	56,737,949	58,496,918	60,252,227

QUESTION 14:

Sections 339.2816(3) and (5), F.S., allow the Department, beginning with fiscal year 2012-2013, to use up to \$25 million annually from the State Transportation Trust Fund for the purpose of funding the Small County Road Assistance Program. The section also requires the Department to include in the Tentative Work Program all projects funded under the Small County Road Assistance Program.

Does the District Work Program contain any such projects? If so, identify by county and by fiscal year the amount contained in the Tentative Work Program for the Small County Road Assistance Program. Please include any "boxed" funds.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - DISTRICT OFFICES

ANSWER:

District	County	Fund	FY18	FY19	FY20	FY21	FY22
01	DESOTO	SCRA	627,724	0	2,431,413	0	0
	DIST/ST-WIDE	SCRA	167,383	267,774	0	566,733	1,740,660
	GLADES	SCRA	0	0	1,200,929	0	0
	HARDEE	SCRA	3,892,393	0	0	4,120,767	0
	HENDRY	SCRA	0	1,059,273	1,055,158	0	2,946,840
	HIGHLANDS	SCRA	4,000,000	3,360,453	0	0	0
02	BAKER	SCRA	1,890,000	1,900,000	0	0	0
	BRADFORD	SCRA	600,000	618,000	0	0	0
	COLUMBIA	SCRA	1,190,000	1,300,000	0	0	0
	DIST/ST-WIDE	SCRA	1,137,431	63,735	7,352,500	10,937,500	10,937,500
	DIXIE	SCRA	176,000	300,000	525,000	0	0
	GILCHRIST	SCRA	1,600,000	1,673,846	0	0	0
	LAFAYETTE	SCRA	700,000	331,117	0	0	0
	LEVY	SCRA	1,175,000	0	0	0	0
	MADISON	SCRA	1,860,000	560,000	1,010,000	0	0
	SUWANNEE	SCRA	0	2,190,802	0	0	0
	TAYLOR	SCRA	500,000	0	2,050,000	0	0
	UNION	SCRA	269,543	2,000,000	0	0	0
03	CALHOUN	SCRA	0	867,985	0	0	0
	DIST/ST-WIDE	SCRA	431,676	119,866	433,986	2,472,182	7,812,500
	GADSDEN	SCRA	0	872,703	0	0	0
	GULF	SCRA	99,983	5,449,714	0	0	0
	HOLMES	SCRA	178,551	0	1,770,460	0	0
	JACKSON	SCRA	141,550	0	0	3,000,860	0
	JEFFERSON	SCRA	0	99,942	1,124,316	0	0
	LIBERTY	SCRA	473,032	203,432	0	2,339,458	0
	WAKULLA	SCRA	0	99,689	0	0	0
	WALTON	SCRA	5,264,542	99,169	4,483,738	0	0
05	WASHINGTON	SCRA	1,279,479	0	0	0	0
	DIST/ST-WIDE	SCRA	7,500	0	60,500	0	0
	FLAGLER	SCRA	1,555,000	1,562,500	1,502,000	1,562,500	1,562,500
Grand Total			29,216,787	25,000,000	25,000,000	25,000,000	25,000,000

QUESTION 15:

The Department of Economic Opportunity is required to transmit to the Commission a list of those projects and project phases contained in the Tentative Work Program which are identified as being inconsistent with approved local government comprehensive plans. For urbanized areas of MPOs, the list may not contain any project or project phase which is scheduled in a transportation improvement program unless such inconsistency has been previously reported to the affected MPO. 339.135(4)(f), F.S.

Has each District worked with the affected local government and/or appropriate MPO to resolve the inconsistencies? Please provide documentation to this effect.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2017/18 through 2021/22**

QUESTIONS - DISTRICT OFFICES

ANSWER:

District	Response	District	Response
1	No Inconsistencies	5	No Inconsistencies
2	No Inconsistencies	6	No Inconsistencies
3	No Inconsistencies	7	No Inconsistencies
4	No Inconsistencies	Turnpike	No Inconsistencies
Rail Enterprise	N/A		

QUESTION 16:

The District Secretary/Turnpike Enterprise Executive Director is responsible for ensuring that the respective work programs comply with the Work Program Instructions, departmental policies and procedures, federal rules and regulations and Florida laws, statutes, and administrative rules and regulations. Furthermore, the District Secretary/Turnpike Enterprise Executive Director must provide a certification of conformity stating such. Did the District Secretary/Turnpike Enterprise Executive Director provide a Certification of Conformity prior to the Secretary's review of the Tentative Work Program?

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes
Rail Enterprise	Yes		

APPENDIX B

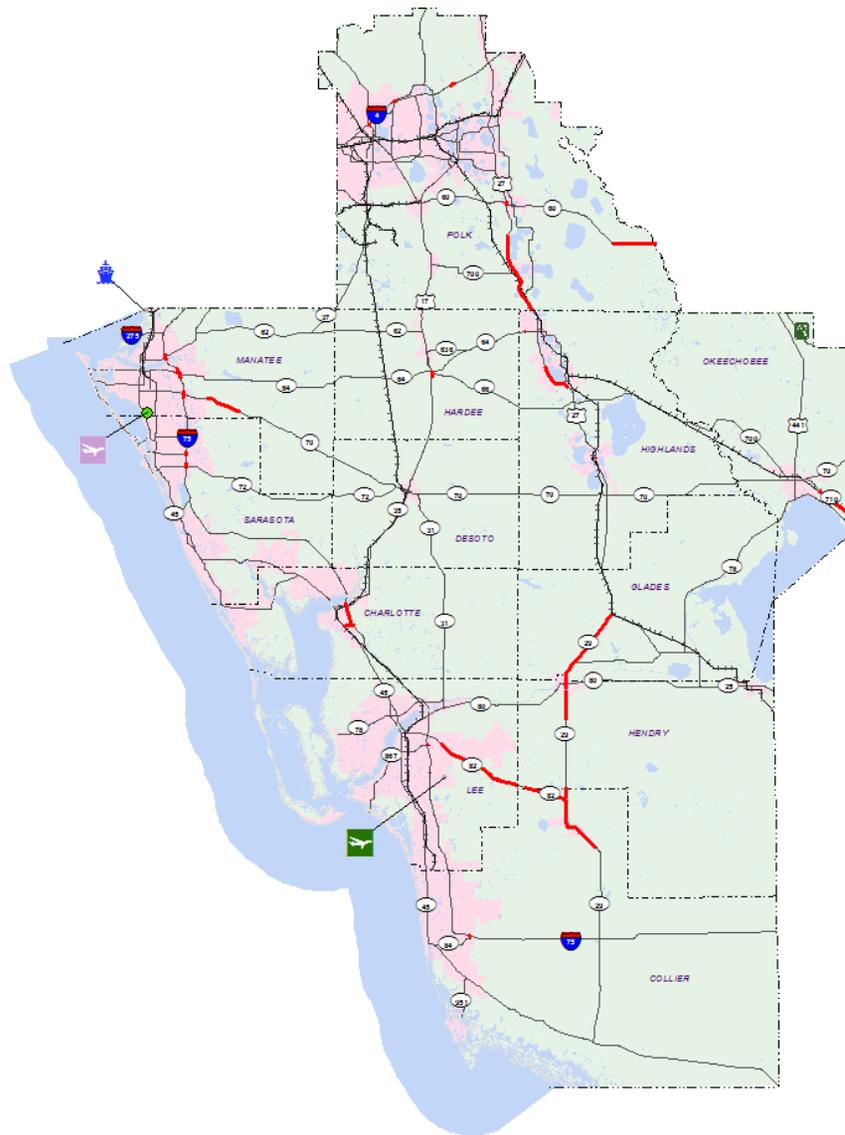
(District SIS Maps and Project Lists are based on the February 6, 2017 snapshot of the Tentative Work Program.)



SR 45A (US 41) Venice Bypass – District 1



SR 33 at Deen Still Road Roundabout – District 1



FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects

SIS INVESTMENT PLAN

District 1

State of Florida Department of Transportation
Systems Planning Office

Tentative Work Program
(FY 2017/2018 thru 2021/2022)
as of February 6, 2017

LEGEND

- Highway
- Airport

Existing Conditions for SIS Highways/Railroads

— 2 lane roads Planned Add
==== 4 lane roads	+++++ Railroads
===== 6 & 8+ lane roads	Urban Areas
— Other State roads	

SIS Airport	SIS Seaport
ESIS Airport	ESIS Seaport



District 1

First Five Years Plan

Tentative Work Program

ITEM/SEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4370611	SARASOTA-BRADENTON INT'L APT N QUAD PUBLIC ACCESS RD-DESIGN AND CONST													2018	\$1,000	\$1,000	Aviation Capacity Project
4406511	SARASOTA-BRADENTON INT'S ARPT RAIL ACCESS TO AIRPORT													2022	\$500	\$500	Aviation Capacity Project
Highway																	
2010322	I-75 AT SR 70 INTERCHANGE				2018	\$120							2018	\$20,120	\$95,698		Interchange - Add Lanes
4130424	I-75 FROM S OF N JONES LOOP TO N OF US 17				2018	\$100							2018	\$53,066			Add Lanes and Reconstruct
4178783	SR 29 FROM F ROAD TO COWBOY WAY				2019		\$80	2018	\$12,086	\$505							Add Lanes and Reconstruct
4197142	ITS FIBER OPTIC LOCATES				2018		\$250										ITS Communication System MLD
4206333	US 17 FROM S OF WEST 9TH STREET TO N OF WEST 3RD STREET(ZOLFO SPRINGS)												2018	\$550			Add Lanes and Reconstruct
4258413	SR 82 FROM ALABAMA ROAD S TO HOMESTEAD ROAD S				2018		\$100						2018	\$17,058	\$31,779		Add Lanes and Reconstruct
4258414	SR 82 FROM HOMESTEAD ROAD S TO HENDRY C/L												2018		\$23,494		Add Lanes and Reconstruct
4301853	I-4 @ SR 33 INTERCHANGE MODIFICATION				2019		\$1,450	2018	\$950								Interchange - Add Lanes
4332011	SR 64 AT NORTH OLIVIA DRIVE												2018		\$342		Add Right Turn Lane(s)
4349861	SR 64 AT US 27												2018	\$13,476			INTERSECTION (MODIFY)
2010326	I-75 AT SR 64												2019		\$2,250		INTERCHANGE (MODIFY)
4145062	SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD										2019		\$3,825				PDE/EMD Study
4175403	SR 29 FROM SUNNILAND NURSERY ROAD TO S. OF AGRICULTURE WAY				2019		\$3,625										Add Lanes and Reconstruct
4175404	SR 29 FROM S. OF AGRICULTURE WAY TO CR 846 E				2019		\$4,075										Add Lanes and Reconstruct
4175405	SR 29 FROM CR 846 E TO N. OF NEW MARKET ROAD N.				2019		\$6,310										Add Lanes and Reconstruct
4175406	SR 29 FROM N. OF NEW MARKET RD N. ROAD TO SR 82				2019		\$4,830										Add Lanes and Reconstruct
4178786	SR 29 FROM BERMONT RD (CR 74) TO US 27				2019	\$5,275											Add Lanes and Reconstruct
4178789	SR 29 FROM WHIDDEN RD (CR 731) TO BERMONT RD (CR 74)				2019	\$2,050											Add Lanes and Reconstruct
4193443	SR 710 FROM US 441 TO L-63 CANAL										2019		\$10,275				New Road Construction
4206132	I-75 AT FRUITVILLE ROAD/CR 780										2019		\$2,491				Interchange - Add Lanes
4308481	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE				2019		\$430	2019		\$2,766							Add Lanes and Reconstruct
4308491	SR 82 FROM GATOR SLOUGH LANE TO SR 29				2018	\$70					2018		\$80	2019	\$34,911	\$724	Add Lanes and Reconstruct
4350631	US 27 AT EAST PHOENIX ST												2019		\$130		Add Left Turn Lane(s)
2010325	I-75 (SR 93) AT US 301 INTERCHANGE								2018	\$6,811	\$55		2020	\$189,276	\$559		Interchange - Add Lanes
2012153	I-4 AT SR 557				2018	\$8,550							2020	\$77,662			INTERCHANGE (MODIFY)
4130651	I-75 AT SR 884 (COLONIAL BLVD) INTERCHANGE				2020	\$35			2018	\$1,835	\$25		2020	\$40,178	\$299		Interchange - Add Lanes
4192434	US 27 AT SR 60				2019	\$575			2018		\$4,638	2020	\$6,760	\$50,342			Interchange - Add Lanes
4301855	FGT I-4 @ SR 33 INTERCHANGE MODIFICATION								2018	\$582	\$27		2020		\$1,205		Interchange - Add Lanes
4365631	NORTH JONES LOOP RD FROM BURNT STORE ROAD TO PIPER ROAD		2020			\$1,257											Add Lanes and Rehabilitate Pvmnt
2012178	I-4 AT CSX RAILROAD				2020	\$100							2021	\$24,870	\$129		Bridge - Replace and Add Lanes
2012773	I-75 AT SR 72				2021		\$600										Interchange - Add Lanes
2012775	I-75 (SR93) AT BEE RIDGE ROAD				2021	\$350			2021	\$12,561	\$303						Interchange - Add Lanes
4178784	SR 29 FROM SR 82 TO HENDRY COUNTY LINE				2020	\$415			2021	\$708							Add Lanes and Reconstruct
4192433	US 27 FROM CR 630A TO PRESIDENTS DRIVE				2021	\$370			2021	\$2,164	\$70						Add Lanes and Reconstruct
4258411	SR 82 FROM CR 884 (LEE BLVD) TO SHAWNEE ROAD												2021	\$2,500			Add Lanes and Reconstruct
4258432	I-75 AT SR 951				2018		\$325	2018	\$6,744				2021	\$79,002	\$278		INTERCHANGE (MODIFY)
4338562	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD				2021	\$7,350											Add Lanes and Reconstruct
4338563	SR 60 FROM GRAPE HAMMOCK ROAD TO OSCEOLA COUNTY LINE				2021	\$350											Add Lanes and Reconstruct
4402251	ADAPTIVE SYSTEM ON US 27 FROM HIGHLANDS AVE TO SEBRING PKWY				2021	\$575							2021	\$3,300			Arterial Traffic Management
4178788	SR 29 FROM COWBOY WAY (CR 80A) TO WHIDDEN RD (CR 731)				2019	\$140					2022	\$3,188					Add Lanes and Reconstruct

LEGEND

NOTES

Tentative Work Program
 FY 2017/2018 thru 2021/2022
 As of 02/06/2017

PD&E = Project Development & Environment
 SM = State Managed Funds
 DM = District Managed Funds
 MLD = Missing Location Data (Project not on Maps)

- (1) All values in Thousands of "As-Programmed" Dollars.
- (2) Dollar amounts are totaled in the last phase year for project development and environmental (PDE) and preliminary engineering (PE) phases. Dollar amounts for right-of-way (ROW) are totaled in the first year land will be acquired. Dollar amounts for construction (CON) are totaled in the first year of construction. Rarely, this convention can incorrectly show ROW ahead of PDE and PE.
- (3) Project costs are subject to change.
- (4) Please refer to Appendix D of the Work Program Instructions for additional information regarding project Work Mix.



District 1

First Five Years Plan

Tentative Work Program

ITEMSECT	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4192432	SR25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 630A				2021	\$500		2022	\$3,897								Add Lanes and Reconstruct
4193445	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)				2022	\$6,500											Add Lanes and Reconstruct
4197143	ITS FIBER OPTIC LOCATES				2022		\$2,250										ITS Communication System MLD
4258412	SR 82 FROM SHAWNEE ROAD TO ALABAMA ROAD S										2022	\$29,213	\$1,081				Add Lanes and Reconstruct

LEGEND

Tentative Work Program
 FY 2017/2018 thru 2021/2022
 As of 02/06/2017

PD&E = Project Development & Environment
 SM = State Managed Funds
 DM = District Managed Funds
 MLD = Missing Location Data (Project not on Maps)

NOTES

- (1) All values in Thousands of "As-Programmed" Dollars.
- (2) Dollar amounts are totaled in the last phase year for project development and environmental (PDE) and preliminary engineering (PE) phases. Dollar amounts for right-of-way (ROW) are totaled in the first year land will be acquired. Dollar amounts for construction (CON) are totaled in the first year of construction. Rarely, this convention can incorrectly show ROW ahead of PDE and PE.
- (3) Project costs are subject to change.
- (4) Please refer to Appendix D of the Work Program Instructions for additional information regarding project Work Mix.

SIS INVESTMENT PLAN

District 2

State of Florida Department of Transportation
Systems Planning Office

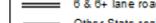
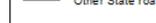
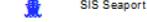
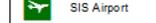
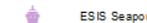
Tentative Work Program

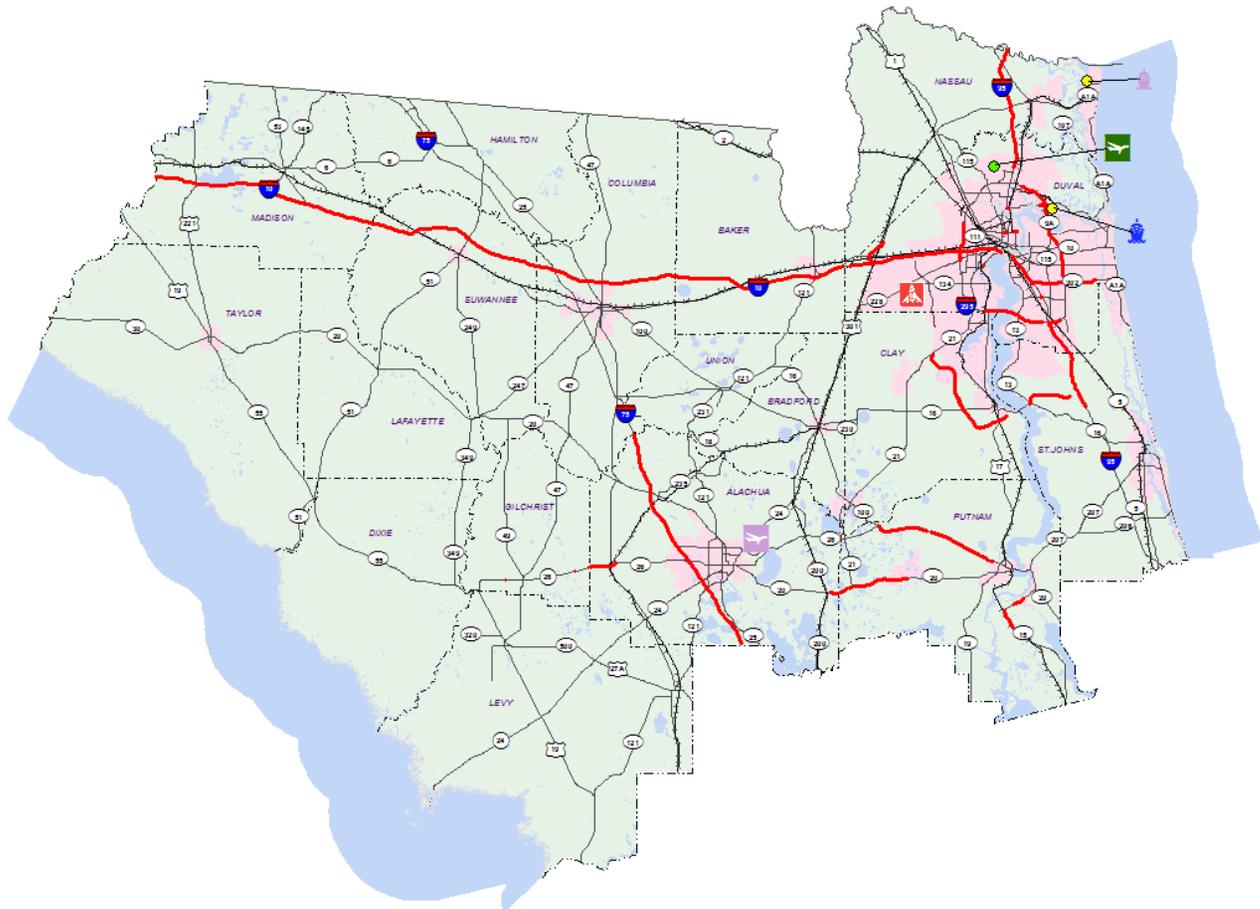
(FY 2017/2018 thru 2021/2022)
as of February 6, 2017

LEGEND

- Highway
- Airport
- Seaport

Existing Conditions for SIS Highways/Railroads

- | | |
|--|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 8+ lane roads |  Urban Areas |
|  Other State roads |  SIS Seaport |
|  SIS Airport |  ESIS Seaport |
|  ESIS Airport |  Spaceport |





District 2

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Aviation																		
4401411	JACKSONVILLE INTERNATIONAL AIRPORT PEREGRINE AIRCRAFT APRON PFL11584														2018	\$3,058	\$3,057	Aviation Capacity Project
4401421	JACKSONVILLE INTERNATIONAL APT PEREGRINE TAXIWAY ACCESS PFL0011535														2018	\$6,943	\$6,942	Aviation Capacity Project
4348761	JACKSONVILLE INTL AIRPORT EXPAND AIR CARGO APRON PFL0010215														2019	\$1,305	\$1,305	Aviation Capacity Project
Highway																		
2078182	SR20(SE HAWTHORNE RD) FROM: EAST OF US301 TO: PUTNAM C/L											2018	\$51					Add Lanes and Reconstruct
2095374	SR201 FROM S OF BALDWIN TO N OF BALDWIN (BYPASS)										2018		\$2,575					New Road Construction
2095584	I-295(SR9A) FROM: DAMES POINT BRIDGE TO: NORTH OF PULASKI									2018	\$519	\$298						Add Managed Lanes
2130017	I-10(SR8) FROM: CR125 TO: US301	2019		\$510	2018		\$1											Add Managed Lanes
2132723	I-10(SR8) FROM: US301 TO: SR23(MANAGED LANES)									2018	\$380	\$39						Add Managed Lanes
2132727	I-10(SR8) FROM: I-295 IN DUVAL CNTY TO: US90 E IN LEON CNTY				2018		\$503							2018		\$18,645		ITS Information System
4229382	FIRST COAST XWAY FROM I-95(SR9) TO SR15(US17)				2018		\$7,000			2018	\$27,050	\$16,252						New Road Construction
4229383	FIRST COAST XWAY FROM: SR15(US17) TO: SR21									2018	\$111,965	\$4,898						New Road Construction
4229387	SR23 FROM WEST OF SR13 TO EAST OF CR209(SHANDS BRIDGE)				2018		\$3,010											Bridge - Replace and Add Lanes
4330361	I-95(SR9) @ I-10 INTERCHANGE OPERATIONAL IMPROVEMENT									2018		\$657	2018	\$2,031				Interchange - Add Lanes
4354441	SR15(US17) FROM: W. OF DUNNS CREEK TO: HORSE LANDING RD												2018	\$44,600				Add Lanes and Reconstruct
4381711	I-295 SIGNS UPDATE FOR EXPRESS LANES												2018			\$4,919		ITS Information System
4389191	SR100 PD&E STUDY FROM: CR216 TO: SR26	2018		\$500														PDE/EMO Study
4385241	I-295(SR9A) ARTERIAL TRAFFIC MGMT (BUCKMAN BRG)SR13 TO US17(SR15)											2018	\$6,949	\$4,929				Arterial Traffic Management
2100244	SR20 FROM: ALACHUA C/L TO: SW 56TH AVENUE									2018	\$5,218	\$5,128	2019	\$65,537				Add Lanes and Reconstruct
2100245	SR20 FROM: SW 56TH AVENUE TO: CR315 IN INTERLACHEN									2018	\$6,168	\$94	2019	\$43,455				Add Lanes and Reconstruct
4229385	FCE SOUTH OF US17 TO NORTH OF SR16												2019	\$103,775	\$104,633			New Road Construction
4229386	FCE NORTH OF SR16 TO NORTH OF SR21(BLANDING)												2019	\$136,225	\$166,167			New Road Construction
4246965	US17 N OF POMONA PARK CR309(SATSUMA)	2019		\$550														Add Lanes and Reconstruct
4274751	I-95(SR9) FROM: DUVAL CL TO: SR15(US17)				2018		\$93						2019		\$16			ITS Freeway Management
4339013	I-295 (SR 9A) FROM SR 13 TO WEST OF US 17	2019		\$800														Add Managed Lanes
4345651	I-75(SR93) FROM: MARION CL TO: I-10	2019		\$100														Add Lanes and Reconstruct
4357451	I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS	2019		\$550														PDE/EMO Study
4373541	SR26(NEWBERRY RD) FROM: NW 75TH ST TO: NW 69TH TERRACE												2019		\$4,520			Add Turn Lane(s)
4407641	I-10 FROM US301 TO SR23	2019		\$750														PDE/EMO Study
4407651	I-10 FROM SR23 TO I-295	2019		\$750														PDE/EMO Study
4407671	I-295 FROM NORMANDY BLVD TO PRICHARD ROAD	2019		\$1,000														PDE/EMO Study
4240264	I-95(SR9) FROM: INTL GOLF PKWY TO: DUVAL CL									2020	\$10,433	\$15						Add Managed Lanes
4380751	SR26 WESTBOUND RIGHT TURN LANE AT SE 70TH AVENUE									2018		\$128	2020		\$443			Add Turn Lane(s)
4380771	SR26 WESTBOUND LEFT TURN LANE AT SE 25TH AVENUE									2018		\$87	2020		\$1,051			Add Turn Lane(s)
4380781	SR26 EASTBOUND LEFT TURN LANE AT CR307(SW 30TH AVENUE)				2020		\$180			2018		\$80	2020		\$767			Add Turn Lane(s)
4380791	SR26 WESTBOUND LEFT TURN LANE AT SW 298TH ST/SE 90TH AVENUE									2018		\$344	2020		\$1,312			Add Turn Lane(s)
4391001	I-10 FROM I-295 TO I-95				2020		\$2,853	\$145					2020		\$96,998			Add Managed Lanes
4391021	I-10 FROM CASSAT AVENUE TO I-95				2018		\$1,500	\$145					2020		\$39,864			Add Managed Lanes
4394841	I295 INTERCHANGE AT COLLINS ROAD				2018		\$1,010	\$2,650					2020			\$6,359		Interchange - Add Lanes
2132725	I-10(SR8) FROM: NASSAU/DUVAL C/L TO: US301				2021													Add Managed Lanes
4240265	I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)	2019		\$4,275						2018	\$15,383	\$106	2021	\$275,286	\$50			Add Managed Lanes
4380801	SR105(CHECKS CHER DR) FROM: DAMES POINT TO: BLOUNT ISLAND												2021	\$2,134	\$183			ITS Communication System
4380821	SR105 FROM: I-95 TO: MAIN ST				2021		\$244	\$5										ITS Communication System

LEGEND

Tentative Work Program

FY 2017/2018 thru 2021/2022
As of 02/06/2017

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District 2

First Five Years Plan

Tentative Work Program

ITEM/SEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4380831	MLK EXPY(SR115) FROM: I-95 TO: MAIN ST				2021	\$259											ITS Surveillance System
4380841	US1/US17/SR211/CR211 (TALLEYRAND AVENUE)				2019	\$310					2021	\$1,545					ITS Surveillance System
4403891	I-95 @ SR152/BAYMEADOWS ROAD				2018		\$325				2021		\$1,127				Add Turn Lane(s)
2078502	SR26 CORRIDOR FROM: GILCHRIST C/L TO: CR26A E OF NEWBERRY				2022		\$5,200	2022	\$26,915								Add Lanes and Reconstruct
2093014	I-295(SR9A) FROM: SOUTHSIDE CONNECTOR(SR13) TO: SR202 JTB	2018		\$2,000	2022		\$7,100	2022	\$1,780								Add Managed Lanes
2100283	SR15(US17) FROM: CR309 IN SATSUMA TO: W. OF DUNN CREEK BRIDGE				2022						2022	\$1,433	\$1,308				Add Lanes and Reconstruct
4322592	I-95(SR9) FROM SR202(J.T. BUTLER) TO ATLANTIC BLVD				2022	\$7,904		2019	\$36,587		2022	\$304,619					Add Managed Lanes
Seaport																	
4332881	PORT OF FERNANDINA BERTH DREDGING													2018	\$3,650	\$1,217	Seaport Capacity Project
4332891	PURCHASE OF NEW CRANE JAXPORT ICTF													2018	\$6,000		Seaport Capacity Project
4373561	JAXPORT CHANNEL DEEPENING & WIDENING													2022	\$71,004	\$99,004	Seaport Capacity Project
4402641	BLOUNT ISLAND BERTH IMPROVEMENTS													2022	\$35,500	\$35,500	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2017/2018 thru 2021/2022
As of 02/06/2017

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SIS INVESTMENT PLAN

District 3

State of Florida Department of Transportation
Systems Planning Office

Tentative Work Program

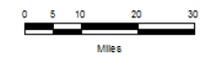
(FY 2017/2018 thru 2021/2022)
as of February 6, 2017

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

Existing Conditions for SIS Highways/Railroads

- | | |
|---|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 6+ lane roads |  Urban Areas |
|  Other State roads | |
|  SIS Airport |  SIS Seaport |
|  ESIS Airport |  ESIS Seaport |





District 3

First Five Years Plan

Tentative Work Program

ITEMSE#	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM			
Aviation																			
4283633	NORTHWEST FL BEACHES INTERNATIONAL AIRPORT EXPAND TERMINAL APRON															2018	\$1,300	\$1,300	Aviation Capacity Project
4296092	PENSACOLA INTERNATIONAL AIRPORT TAXIWAY CONSTRUCTION PH 3															2018	\$1,500		Aviation Capacity Project
4296093	PENSACOLA INTERNATIONAL AIRPORT TAXIWAY CONSTRUCTION PH 4															2018	\$176	\$499	Aviation Capacity Project
4283634	NORTHWEST FL BEACHES INTERNATIONAL AIRPORT CONST. CONNECTING TAXIWAY															2019	\$25	\$975	Aviation Capacity Project
4283635	NORTHWEST FL BEACHES INTERNATIONAL AIRPORT RUNWAY EXTENSION & OVERLAY															2019	\$150	\$2,850	Aviation Capacity Project
4296094	PENSACOLA INTERNATIONAL AIRPORT CONSTRUCT PARALLEL TAXIWAY C															2019	\$750	\$14,250	Aviation Capacity Project
4296095	PENSACOLA INTERNATIONAL AIRPORT CONSTRUCT RUNWAY 17/35 EXTENSION															2019	\$750	\$14,250	Aviation Capacity Project
4357176	PENSACOLA INTERNATIONAL AIRPORT CONSTRUCT HANGAR IMPROVEMENTS															2020	\$7,500	\$1,100	Aviation Capacity Project
Highway																			
2178752	SR 390 ST ANDREWS FROM SR 368 23RD ST TO E OF CR 2312 BALDWIN ROAD									2018	\$3,050	\$50							Add Lanes and Reconstruct
2178753	SR 390 ST ANDREWS FROM E OF CR 2312 BALDWIN TO JENKS AVENUE									2018	\$4,000								Add Lanes and Reconstruct
2178754	SR 390 ST ANDREWS FROM JENKS AVENUE TO EAST OF SR 77 OHIO AVENUE				2018	\$184				2018	\$14,100	\$100	2018	\$23,001	\$225				Add Lanes and Reconstruct
2179103	SR 75 (US 231) FROM SOUTH OF PIPE LINE RD TO NORTH OF PENNY ROAD				2018	\$5,462													Prelim Eng for Future Capacity
2184291	SR 742 BURGESS ROAD FROM SR 95 (US 29) TO HILBURN ROAD									2018		\$4,308							Right of Way - Future Capacity
4141326	SR 30 (US 98) FROM CR 457 MACK BAYOU ROAD TO CR 30A WEST									2018	\$7,300								Right of Way - Future Capacity
4244645	SR 388 WEST BAY PARKWAY FROM SR 79 TO E OF NW BEACHES INTL AIRPORT												2018	\$32,902					Add Lanes and Reconstruct
4316841	SR 30 (US 98) ELEVATED ROADWAY E TO W OF TYNDALL AFB ENTRANCE				2018	\$379							2018	\$18,235					Interchange - Add Lanes
4379051	SR 8 (I-10) FROM SR 10 (US 90A) NINE MILE RD TO W OF SR 95 (US 29)	2018				\$2,625													PDE/EMO Study
4399661	SR 30 (US 98) MIRACLE STRIP PKWY FROM FLOROSA SCHOOL TO MARY ESTHER DR												2018		\$377				ITS Communication System
4400961	SR 8 (I-10) COMMERCIAL VEHICLE TRUCK PARKING SYSTEM												2018	\$5,712	\$28				ITS Freeway Management
4381551	SR 30 (US 98) @ JD MILLER ROAD INTERSECTION												2019		\$274				Add Right Turn Lane(s)
2179093	SR 77 FROM BAY COUNTY LINE TO NORTH OF CR 279									2018		\$14,426	2020	\$38,679	\$18,509				Add Lanes and Reconstruct
2179104	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD									2020	\$114,689								Right of Way - Future Capacity
2225935	SR 8 (I-10) INTERCHANGE STUDIES AT SR 263 & SR 61 (US 319)				2020	\$1,269													Prelim Eng for Future Capacity
4381381	SR 75 (US 231) @ 19TH ST INTERSECTION									2019		\$142	2020		\$245				Add Right Turn Lane(s)
2179096	SR 77 FROM 1 MI S WAUSAU CITY LIMITS TO 1 MI N WAUSAU CITY LIMITS				2018		\$311	2018		\$5,549	2021	\$31,057							Add Lanes and Reconstruct
2201964	SR 30 (US 98) FROM FALLIN WATERS DRIVE TO MARY ESTHER BLVD				2021	\$3,574													Add Lanes and Reconstruct
2224761	SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE									2021	\$11,143	\$228							Right of Way - Future Capacity
4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE												2021	\$44,107					Add Lanes and Reconstruct
4210121	SR 173 BLUE ANGEL PWY FROM SR 292 SORRENTO ROAD TO SR 30 (US 98)									2021	\$5,000								Prelim Eng for Future Capacity
4335902	SR 79 FROM NORTH OF SR 8 (I-10) TO NORTH OF CR 177				2021	\$4,408	\$440												Add Lanes and Reconstruct
4335903	SR 79 FROM NORTH OF CR 177 TO NORTH OF CREEK ROAD				2021	\$4,105	\$411												Add Lanes and Reconstruct
4335904	SR 79 FROM NORTH OF CREEK ROAD TO NORTH OF BAXTER ROAD				2021	\$3,202	\$321												Add Lanes and Reconstruct
4335905	SR 79 FROM N OF BAXTER ROAD TO ALABAMA STATE LINE				2021	\$3,302	\$331												Add Lanes and Reconstruct
4337434	SR 187 (US 331) FROM SR 10 (US 90) TO S OF HOLLEY KING RD				2021	\$3,291	\$165												Prelim Eng for Future Capacity
4337435	SR 187 (US 331) FROM S OF HOLLEY KING RD TO N OF MIDDLE CREEK BRIDGE				2021	\$2,879	\$143												Prelim Eng for Future Capacity
4337436	SR 187 (US 331) FROM N OF MIDDLE CREEK BR TO S OF CR 2				2021	\$682	\$2,493												Prelim Eng for Future Capacity
4284032	SR 8 (I-10) FROM SANTA ROSA COUNTY TO GADSDEN COUNTY ITS/TMC															2022		\$5,500	Traffic Management Centers
4388921	SR 75 (US 231) @ CR 2327 TRANSMITTER ROAD INTERSECTION				2018	\$259		2020		\$195		2022	\$930						Add Turn Lane(s)
Rail																			
4407471	BAY LINE RAILROAD PASSING SIDINGS															2018	\$600	\$200	Rail Capacity Project
4408171	APALACHICOLA NORTHERN RAILROAD IMPROVEMENTS															2018	\$6,000	\$2,000	Rail Capacity Project

LEGEND

Tentative Work Program

FY 2017/2018 thru 2021/2022
As of 02/06/2017

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District 3

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Seaport																		
4348281	PORT OF PANAMA CITY BERTH IMPROVEMENTS/BULKHEAD CAPACITY EXPANSION														2018	\$1,443	\$1,381	Seaport Capacity Project
4348283	PORT OF PANAMA CITY BULK STORAGE EXPANSION														2018	\$2,750	\$2,750	Seaport Capacity Project
4283646	PORT OF PANAMA CITY BERTH 3 DREDGING														2019	\$1,250	\$1,250	Seaport Capacity Project

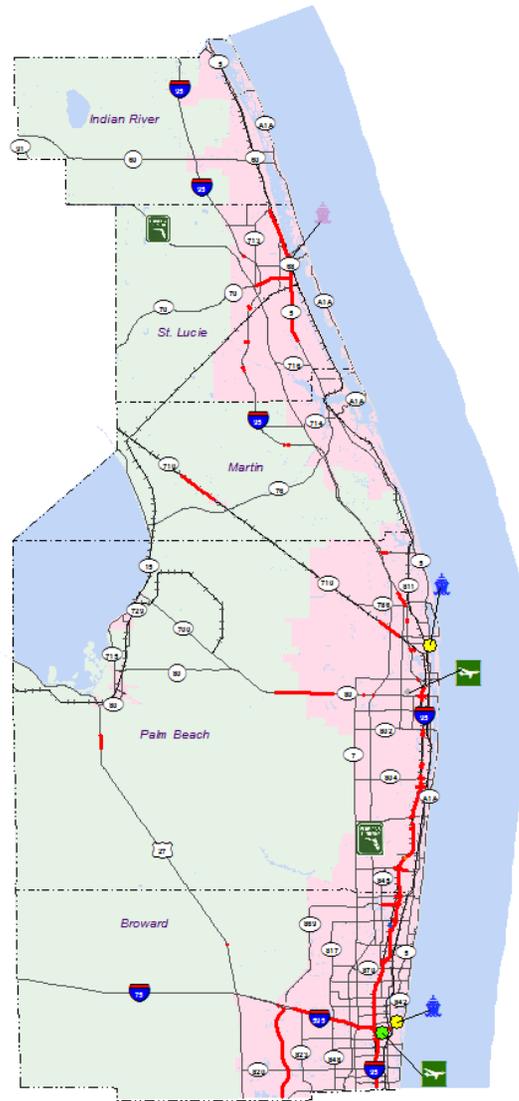
LEGEND

Tentative Work Program
 FY 2017/2018 thru 2021/2022
 As of 02/06/2017

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SIS INVESTMENT PLAN

District 4

State of Florida Department of Transportation
Systems Planning Office

Tentative Work Program

(FY 2017/2018 thru 2021/2022)
as of February 6, 2017

LEGEND

-  Highway
-  Railway
-  Transit
-  Airport
-  Seaport

Existing Conditions for SIS Highways/Railroads

- | | |
|---|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 6+ lane roads |  Urban Areas |
|  Other State roads | |
|  SIS Airport |  SIS Seaport |
|  ESIS Airport |  ESIS Seaport |





STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects



District 4

First Five Years Plan

Tentative Work Program

ITEM/SEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM			
Aviation																			
4348321	FT. LAUDERDALE/HOLLYWOOD INT'L AIRPORT, AIRPORT ACCESS ROADWAY SYSTEM														2022	\$40,000	\$40,000	Aviation Capacity Project	
Highway																			
4093542	I-95/I-595 EXPRESS LANES DIRECT CONNECT I-95 FR STIRLING TO BROWARD BL				2018		\$5,211	2018	\$7,615	\$283	2018	\$5,372	\$491,379					Interchange - Add Lanes	
4111892	SR-862/I-595 E/W CENTRAL BROWARD TRANSIT ANALYSIS	2018		\$10														PDE/EMO Study	
4130482	SR-9/I-95 @ OSLO ROAD INTERCHANGE				2018		\$30	2018	\$210	\$10,025								Interchange (New)	
4193452	SR-80 FROM W OF LION COUNTRY SAFARI RD TO FOREST HILL/CRESTWOOD BLVD.							2019		\$2,593	2018	\$9,953	\$33,535					Add Lanes and Rehabilitate Pvmnt	
4208093	I-595/SR-862/P3 FROM E. OF I-75 TO W. OF I-95				2022	\$625					2018	\$579,227	\$30	2022	\$43,005	\$18,101		Add Lanes and Reconstruct	
4218542	SR-862/I-595/P3/R/W FROM I-75 TO W. OF I-95							2018	\$326									Right of Way - Future Capacity	
4307632	SR-93/I-75 FROM N OF HEFT BR/DADE CL TO I-595										2018		\$500					Prelim Eng for Future Capacity	
4331081	SR-9/I-95 FROM N. OF STIRLING ROAD TO BROWARD/PALM BEACH COUNTY LINE										2018		\$500					Prelim Eng for Future Capacity	
4347221	SR-9/I-95 @ SR-806/ATLANTIC AVENUE INTERCHANGE							2018		\$2,966	2018	\$6,454	\$493					Interchange - Add Lanes	
4351581	SR-80/SOUTHERN BLVD AT SANBURY WAY/LYONS RD.										2018		\$5,947					INTERSECTION (MODIFY)	
4363021	SR-80/SOUTHERN BLVD. FROM PIKE ROAD TO E. OF NB TURNPIKE RAMP										2018		\$1,620					Add Turn Lane(s)	
4400901	DISTRICTWIDE COMMERCIAL VEHICLE TRUCK PARKING SYSTEM - PHASE 2										2018	\$2,215	\$10					ITS Freeway Management	
4124204	SR-9/I-95 @ SR-808/GLADES ROAD				2019	\$225		2018		\$1,240	2019	\$23,169	\$52					Interchange - Add Lanes	
4132651	SR-9/I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD							2019	\$8,707	\$138								Interchange - Add Lanes	
4162582	PALM BEACH COUNTY ITS FACILITY OPERATE & MAINTAIN JPA													2019		\$100		ITS Freeway Management MLD	
4192522	SR-710/WARFIELD BL. FR MARTIN FPL PWR PLANT TO CR609/SW ALLAPATTAH RD							2019		\$8,172								Add Lanes and Reconstruct	
4217073	SR-93/I-75 ML SYSTEM FR MIAMI-DADE/BROWARD CL TO S. OF MIRAMAR PARKWAY										2019		\$80					Add Special Use Lane	
4327091	I-75/SR-93 EAST SIDE RAMP IMPROVEMENTS AT GRIFFIN ROAD										2019		\$17,252					INTERCHANGE (MODIFY)	
4331086	SR-9/I-95 FROM S. OF SW 10TH STREET TO BROWARD/PALM BEACH COUNTY LINE										2019	\$2,952						Add Special Use Lane	
4331091	SR-9/I-95 FROM BROWARD/PALM BEACH COUNTY LINE TO LINTON BLVD.				2019	\$500												Prelim Eng for Future Capacity	
4331094	SR-9/I-95 FROM BROW/PALM BCH CO LINE TO SOUTH OF GLADES RD.										2019	\$3,242						Add Special Use Lane	
4331095	SR-9/I-95 FROM SOUTH OF GLADES RD. TO SOUTH OF LINTON BLVD.				2019	\$1,228	\$500				2019	\$97,696	\$14,590					Add Special Use Lane	
4353371	SR-9/I-95 AT ST. LUCIE WEST BLVD.										2019		\$7,077					Interchange - Add Lanes	
4353841	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE							2018	\$514	\$4,871	2019	\$9,677	\$2,796					INTERCHANGE (MODIFY)	
4358081	SR-9/I-95 FROM S. OF SR-820/COMMERCIAL BLVD. TO N. OF CYPRESS CREEK RD				2019		\$11,131											PDE/EMO Study	
4361111	SR-858/HALLANDALE BCH BLVD E OF RR XING #628290-Y TO W OF ANSIN BLVD				2018		\$17				2019		\$2,704					Add Right Turn Lane(s)	
4363031	SR-9/I-95 AND SR-824/PEMBROKE ROAD										2019		\$1,652					Add Turn Lane(s)	
4363071	SR-80/SOUTHERN BLVD AT FOREST HILL BLVD										2019		\$4,822					Add Turn Lane(s)	
4378511	NW 136TH AVE @ SR-84, SIS FACILITY IMPROVEMENTS										2019		\$5,735					Add Turn Lane(s)	
4397571	SR-84/RAMP U9 FROM I-595 C-D ROAD EB TO I-595 EB AND SR-84 EB										2019		\$3,165					Interchange - Add Lanes	
4398911	SR-869/SW 10 ST FROM SR-845/POWERLINE RD TO WEST OF MILITARY TRL	2018	\$4,010	\$10	2019	\$4,435	\$60	2019	\$11,402	\$90								PDE/EMO Study	
4162572	BROWARD ITS FACILITY O & M JPA														2020		\$1,500		ITS Freeway Management MLD
4352451	ST. LUCIE COUNTY ATMS				2020		\$206				2020		\$9,329					Arterial Traffic Management	
4355141	SR-9/I-95 @ SUNRISE BLVD. INTERCHANGE IMPROVEMENT				2020		\$175				2020		\$10,706					INTERCHANGE (MODIFY)	
4358041	SR-9/I-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE				2018	\$5,150		2020	\$16,835	\$293								Interchange - Add Lanes	
4363081	EASTBOUND SR-84 TO SOUTHBOUND SR-93/I-75 ON-RAMP				2018		\$661				2020		\$6,216					Interchange Ramp (New)	
4368681	SR-5/US-1 @ SR-70/VIRGINIA AVENUE							2020		\$1,289	2020		\$903					Add Right Turn Lane(s)	
4369031	SR-9/I-95 FROM S. OF SR-858/HALLANDALE BCH BLVD TO N. OF HOLLYWOOD BLVD				2020		\$8,100											PDE/EMO Study	
4369621	SR-9/I-95 @ COPAN'S RD FR S OF NB EXIT RAMP TO N OF SB TO WB EXIT RAMP				2019		\$1,296				2020		\$19,724					Interchange Jct/Mod	
4151521	SR-93/I-75 INTERCHNG @ SR-820 PINES BLVD F N OF MIRAMAR PKWY T N OF PIN				2021	\$5,400	\$150											Interchange - Add Lanes	
4162593	D/W ITS SOFTWARE INTEGRATION AND MAINTENANCE														2021		\$2,400		ITS Freeway Management MLD

LEGEND

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District 4

First Five Years Plan

Tentative Work Program

ITEM/SEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4215481	SR-93/I-75 INTRCHNG @ ROYAL PALM BLVD F GRIFFIN RD TO S OF SW 14 ST				2021	\$919											Add Lanes and Reconstruct
4259281	SR-9/I-95 FROM MIAMI-DADE/BROWARD CL TO SR-842/BROWARD BLVD	2021		\$2,030													PDE/EMO Study
4331088	SR-9/I-95 FR MIAMI-DADE/BROWARD COUNTY LINE TO PALM BEACH COUNTY LINE				2020	\$1,500	\$3,000				2021	\$6,000	\$50				Prelim. Eng for Future Capacity
4331096	SR-9/I-95 FROM BROWARD/PALM BEACH COUNTY LINE TO NORTH OF LINTON BLVD.				2019	\$500	\$1,896				2021	\$3,500	\$50				Prelim. Eng for Future Capacity
4369581	SR-9/I-95 @ SR-834/SAMPLE RD.FR S OF NB EXIT RAMP TO N OF NB ENT. RAMP				2019	\$412		2019		\$2,378	2021	\$14,812					Interchange Just/Mod
4399301	SR-25/IUS-27 AT CR-827 & OKEELANTA RD INTERSECTIONS				2019	\$157					2021	\$1,841					Add Special Use Lane
4399391	SR-25/IUS-27 @ BOAT RAMPS				2019	\$157					2021	\$732					Add Special Use Lane
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE				2018	\$6,000		2020	\$10,829	\$905	2022	\$39,200					Interchange - Add Lanes
4127331	SR-9/I-95 @ 10TH AVE NORTH IN LAKE WORTH	2019		\$1,330	2021	\$2,620	\$30	2022	\$4,287	\$966							Interchange - Add Lanes
4132571	SR-9/I-95 @ HYPOLUXD ROAD	2019		\$325	2021	\$2,250		2022	\$587								Interchange - Add Lanes
4132581	SR-9/I-95 @ LANTANA ROAD	2018		\$330	2021	\$2,000	\$30	2022	\$4,612	\$757							Interchange Just/Mod
4155295	ITS TECHNICAL SUPPORT SERVICES												2022		\$2,000		ITS Surveillance System MLD
4192511	SR-710/BEEELINE HWY FROM NORTHLAKE BLVD TO SR-708/BLUE HERON BLVD				2018		\$40	2018		\$1,902	2022	\$75,869	\$14,981				Add Lanes and Reconstruct
4355131	SR-9/I-95 @ SR-842/BROWARD BOULEVARD				2021	\$8,620		2022	\$1,000								Interchange - Add Lanes
4355161	SR-9/I-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.				2021	\$7,625		2022	\$5,828								Interchange - Add Lanes
4358031	SR-9/I-95 @ NORTHLAKE BOULEVARD INTERCHANGE				2018	\$5,100		2020	\$58,566		2022	\$14,959	\$91				Interchange - Add Lanes
4365191	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST				2021	\$5,900	\$100	2022	\$14,917								Interchange - Add Lanes
4369631	SR-9/I-95 @ 6TH AVENUE SOUTH				2019		\$820	2021	\$5,761	\$665	2022	\$350					Interchange - Add Lanes
4369641	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2019	\$11,250	\$90	2019	\$6,570	\$234	2022	\$68,531	\$1,003				Interchange - Add Lanes
4372791	SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD	2019		\$1,340	2021	\$1,120		2022	\$19,698								Interchange - Add Lanes
4378681	SR-80/SOUTHERN BLVD. RAMPS AND SR-7/IUS-441				2022	\$579	\$10	2022		\$2,395							Add Turn Lane(s)
4391701	SR-9/I-95 FROM SOUTH OF SHERIDAN STREET TO NORTH OF GRIFFIN ROAD	2022	\$500														Interchange - Add Lanes
4397541	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT MIDWAY RD.				2020		\$238				2022		\$1,121				Interchange - Add Lanes
4397551	SR-9/I-95 SOUTHBOUND RAMPS AT OKEECHOBEE BOULEVARD				2020	\$132					2022	\$881					Add Right Turn Lane(s)
4397581	SR-9/I-95 NORTHBOUND OFF-RAMP AT INDIANTOWN ROAD				2020		\$505				2022		\$3,993				Interchange - Add Lanes
4397591	SR-9/I-95 @ BELVEDERE RD NB OFF-RAMP				2020		\$209				2022		\$1,043				Interchange - Add Lanes
4397611	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.				2020		\$410				2022		\$3,284				Interchange - Add Lanes
Rail																	
4370751	SOUTH FLORIDA RAIL CORRIDOR CAPACITY IMPROVEMENTS AT POMPANO BEACH													2021	\$1,642	\$214	Rail Capacity Project
Seaport																	
4333001	PORT EVERGLADES POST PANAMAX CRANE FOR ICTF													2018	\$6,000	\$6,000	Seaport Capacity Project
4348331	PORT OF PALM BEACH BERTH 1 EXPANSION													2019	\$3,000	\$3,000	Seaport Capacity Project
4334141	PORT EVERGLADES DREDGING AND WIDENING													2020	\$68,750	\$68,750	Seaport Capacity Project
Transit																	
4297671	SFRTA LAYOVER MAINTENANCE FACILITY W/RTA													2019	\$5,900	\$26,268	FIXED GUIDEWAY IMPROVEMENTS

LEGEND

Tentative Work Program

FY 2017/2018 thru 2021/2022
As of 02/06/2017

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SIS INVESTMENT PLAN

District 5

State of Florida Department of Transportation
Systems Planning Office

Tentative Work Program

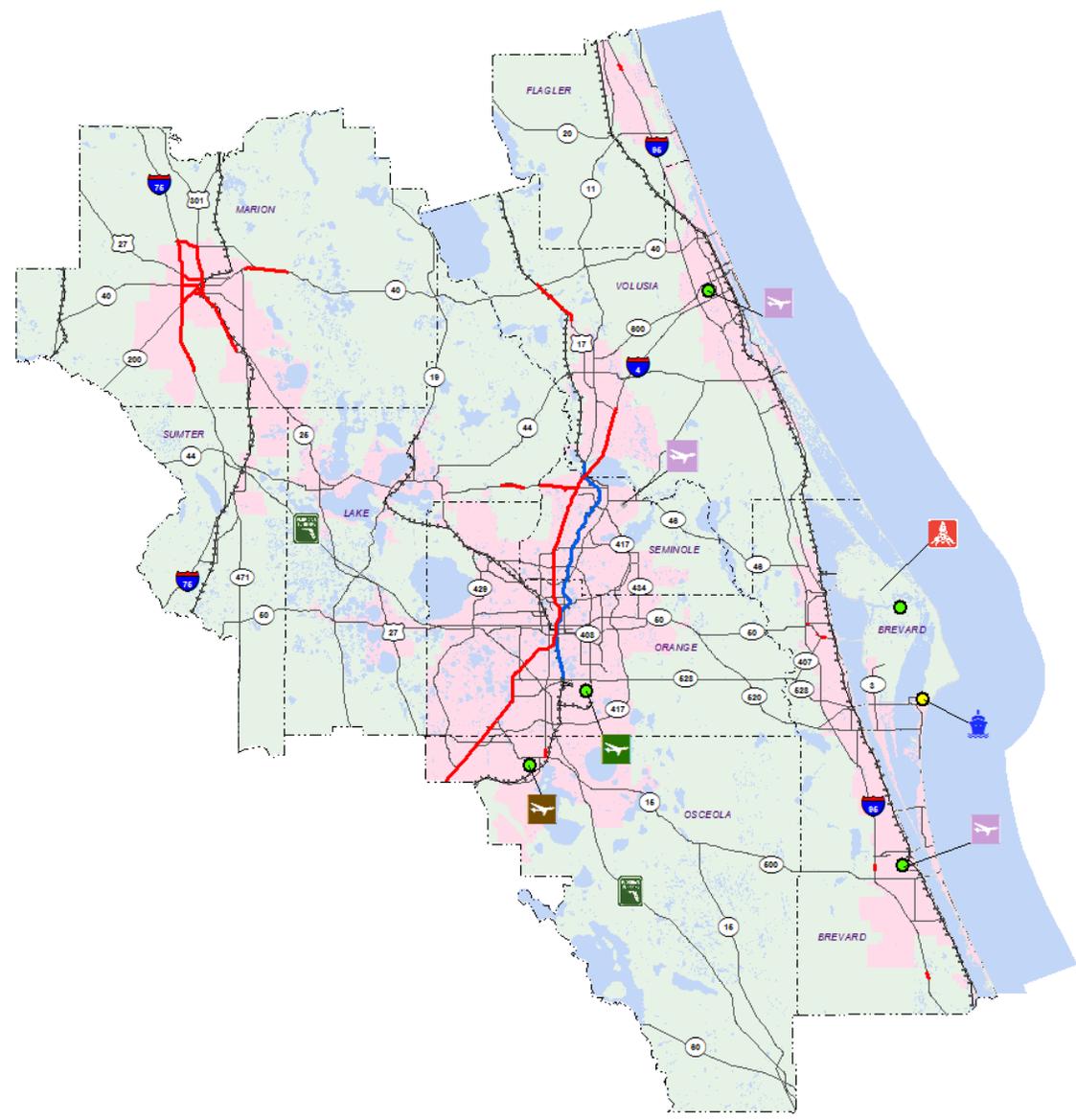
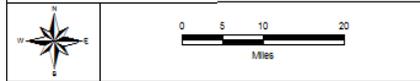
(FY 2017/2018 thru 2021/2022)
as of February 6, 2017

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

Existing Conditions for SIS Highways/Railroads

- | | |
|--|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 8+ lane roads |  Urban Areas |
|  Other State roads |  SIS Seaport |
|  SIS Airport |  ESIS Seaport |
|  ESIS Airport |  Spaceport |
|  SIS Reliever Airport | |





STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects



District 5

First Five Years Plan

Tentative Work Program

ITEM/SEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM			
Aviation																			
4315371	VOLUSIA-DAYTONA BCH REALIGN BELLEVUE AVENUE														2018	\$2,500	\$2,500	Aviation Capacity Project	
4353201	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS														2018	\$4,000	\$30,000	Spaceport Capacity Project	
4348621	BREVARD-SPACE FL HORIZONTAL LAUNCH CARGO PROCESSING														2019	\$8,600		Spaceport Capacity Project	
4312021	BREVARD-MELBOURNE INT'L CONSTRUCT TAXIWAY J & RUNWAY 9L EXTENSION														2020	\$1,000	\$1,000	Aviation Capacity Project	
4332751	BREVARD-MELB. INTL MULTI-MODAL CARGO FACILITY														2020	\$300	\$300	Aviation Capacity Project	
4353121	ORANGE-ORLANDO INTL SOUTH AIRPORT PASSENGER TERMINAL COMPLEX														2021	\$18,000	\$36,989	Aviation Capacity Project	
4353221	BREVARD-SPACE FL PROCESSING & RANGE FACILITY IMPROVEMENTS														2022	\$24,000	\$26,000	Spaceport Capacity Project	
4368631	BREVARD-SPACE FLORIDA COMMOM USE INFRASTRUCTURE														2022	\$12,500	\$15,500	Spaceport Capacity Project	
4370691	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/CARGO														2022	\$16,000	\$18,000	Spaceport Capacity Project	
4370701	BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES														2022	\$21,900	\$25,900	Spaceport Capacity Project	
4407531	OSCEOLA-KISSIMMEE GATEWAY EXTEND RUNWAY 06-24														2022	\$1,500	\$1,500	Aviation Capacity Project	
Highway																			
2402002	SR429/46(WEKIVA PKWY)FROM E OF WEKIVA RIVER RD TO ORANGE BOULEVARD							2018		\$35,223	2018		\$83,029	\$71,669				New Road Construction	
2424848	SR 400 (I-4) E OF SR 522 (OSCEOLA PKWY) TO WEST OF SR 528							2018	\$270,839									Add Lanes and Reconstruct	
4084642	SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472				2018		\$150											Add Lanes and Reconstruct	
4119592	I-95/MATANZAS WOODS INTERCHANGE										2018		\$40					Interchange (New)	
4268053	I-95 INT @ ELLIS RD /ST JOHNS HERITAGE PKWY							2018		\$9,031	2018		\$50,859	\$1,165				Interchange (New)	
4314561	SR 400 (I-4) WEST OF CR 532 TO EAST OF SR 522 (OSCEOLA PARKWAY)							2018	\$38,426									Add Lanes and Reconstruct	
4321931	I-4 MANAGED LANES FROM KIRKMAN TO SR 434				2022	\$450	\$4,484				2018		\$726,528	\$417,957	2022		\$48,385	Add Lanes and Reconstruct	
4356592	SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES										2018		\$5,884					Add Turn Lane(s)	
4361261	SR-20 / SR-100 / HIGHWAY 100 ADD LEFT TURN LANE										2018		\$630					Add Left Turn Lane(s)	
2402003	SR 46 (WEKIVA PKWY) FROM W OF CENTER RD TO INTERSTATE 4							2018		\$2,472	2018		\$3,809	\$40,015	2019		\$21,611	\$317	Add Lanes and Reconstruct
2402004	SR 429 (WEKIVA PKWY) FROM ORANGE BOULEVARD TO W OF I-4 (SR 400)				2018		\$2,472	2018		\$3,809	2019		\$40,015	\$103,169	2019		\$135,643		New Road Construction
4183211	SR 500 (US 17-92) 2 INTERSECTIONS VINE ST AND DONEGAN AVE										2019		\$46					Add Turn Lane(s)	
4409001	I-75 FRAME ON SYSTEM				2018		\$859				2019		\$5,553					ITS Communication System	
2382757	SR429/46(WEKIVA PKWY) FROM W OF OLD MCDONALD RD TO E OF WEKIVA RIVER RD							2018		\$11,852	2020		\$2,156					New Road Construction	
2424847	SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD				2022	\$3,510	\$600	2018		\$40,906	2020		\$337,102	\$29,971				Add Lanes and Reconstruct	
4106742	SR 40 FROM END OF 4 LANES TO EAST OF CR 314				2018		\$1,500	2018		\$6,219	2020		\$121,759	\$541				Add Lanes and Reconstruct	
4269043	I-95 INT @ ST JOHNS HERITAGE PKWY/PALM BAY PKWY N OF MICCO RD										2020		\$816					Interchange (New)	
4356602	SR 326 FROM SR 326 R/R CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)							2018		\$621	2020		\$1,015	\$9				Add Turn Lane(s)	
4361221	SR 405 SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS							2018		\$1,166	2020		\$2,234	\$43				Add Left Turn Lane(s)	
4361231	SR 405 AT SISSON RD SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS							2018		\$1,166	2020		\$845	\$16				Add Left Turn Lane(s)	
4396823	I-4/SR400 EASTBOUND HARD SHOULDER RUNNING										2020		\$10,949					Add Special Use Lane	
4402701	SR40 SIGNAL DESIGN BUILD OPERATE & MAINTAIN	2019				\$120					2020		\$100		2022		\$1,460	Arterial Traffic Management	
4102511	SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40										2018		\$12,573	2021		\$53,186		Add Lanes and Reconstruct	
4374511	US 192 AT HOAGLAND BLVD				2019		\$150	2019		\$470	2021		\$1,320					Add Left Turn Lane(s)	
2425924	SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92)				2018		\$250	2022		\$7,931	\$3,557							Add Lanes and Reconstruct	
4136721	I-4 FROM POLK CO LINE TO SAXON BLVD										2022		\$7,734					ITS Freeway Management	
4352091	I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST				2022		\$1,661											Interchange (New)	
Railways																			
4129948	CENTRAL FLORIDA COMMUTER RAIL SYSTEM OPERATIONS AND MAINTENANCE														2022	\$24,315	\$186,008	Intermodal Capacity Project	

LEGEND

Tentative Work Program

FY 2017/2018 thru 2021/2022
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District 5

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM			
Seaport																			
4403231	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS															2020	\$15,000	\$21,600	Seaport Capacity Project

LEGEND

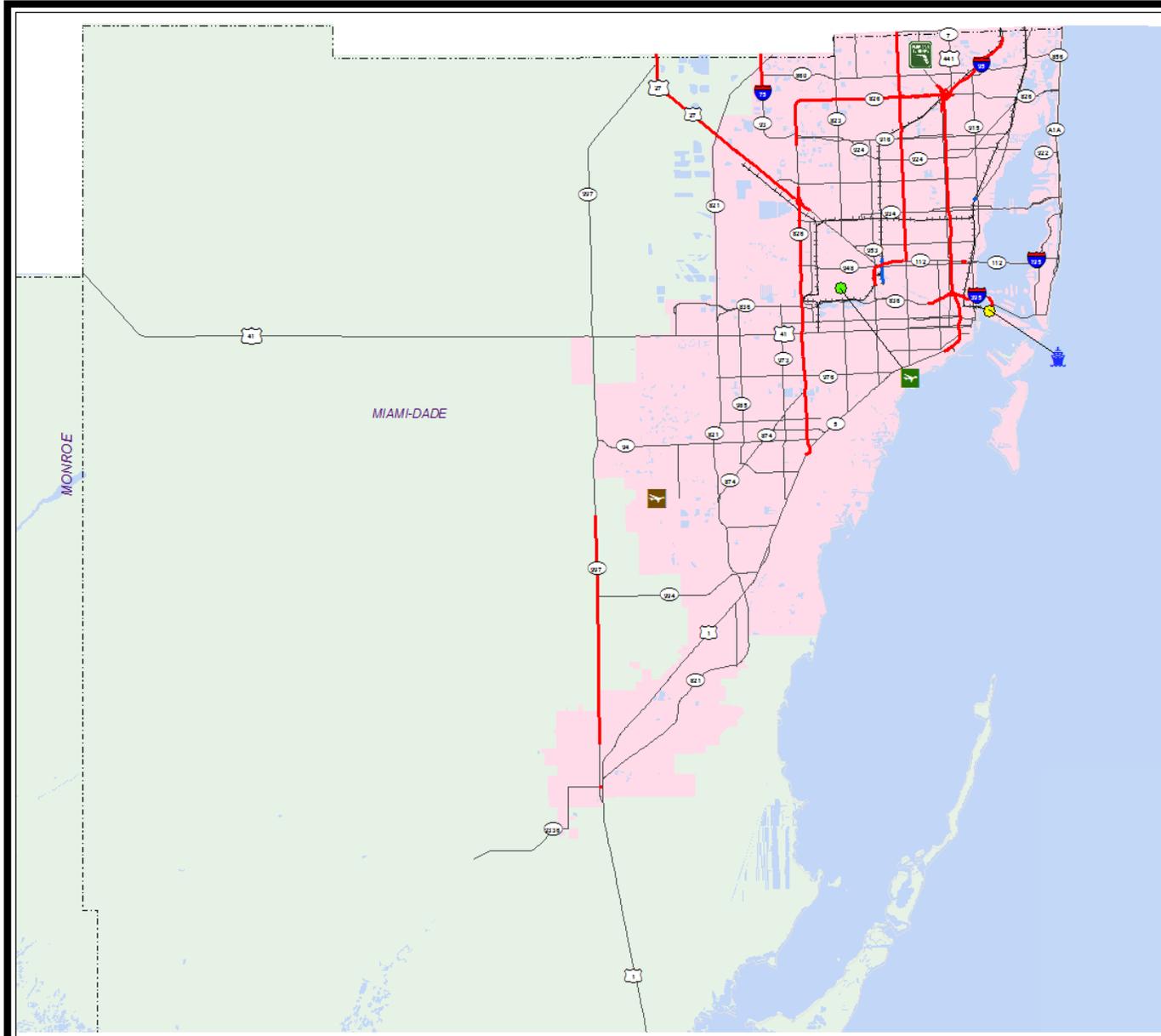
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FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects **SIS**

SIS INVESTMENT PLAN

District 6

State of Florida Department of Transportation
Systems Planning Office

Tentative Work Program

(FY 2017/2018 thru 2021/2022)
as of February 6, 2017

LEGEND

- Highway
- Railway
- Airport
- Seaport

Existing Conditions for SIS Highways/Railroads

<ul style="list-style-type: none"> 2 lane roads 4 lane roads 6 & 8+ lane roads Other State roads ✈ SIS Airport ✈ ESIS Airport ✈ SIS Reliever Airport 	<ul style="list-style-type: none"> Planned Add +++++ Railroads Urban Areas ⚓ SIS Seaport ⚓ ESIS Seaport
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Miles



District 6

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Aviation																		
4292711	MIAMI INT'L AIRPORT PERIMETER ROAD WIDENING & REALIGNMENT														2019	\$10,536	\$10,536	Aviation Capacity Project
Highway																		
2511563	PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395				2022		\$625											New Road Construction
2516881	SR 836/I-395 FROM WEST OF I-95 TO MACARTHUR CSWY BRIDGE												2018	\$358,802	\$340			Bridge - Replace and Add Lanes
4212078	SR 93/I-75 M.I. SYSTEM FR. S. OF HEFT INTCH. TO MIAMI/DADE COUNTYLINE												2018	\$725	\$1,400			Add Special Use Lane
4231261	SR 836/I-95 INTERCHANGE RAMP FROM NW 17 AVE TO I-95 (MDX)												2018		\$15,605			INTERCHANGE (MODIFY)
4273692	SR 997/KROME AVENUE FROM SW 232 STREET TO S OF SW 184TH ST/EUREKA DR.							2018	\$10,262	\$6,172			2018	\$31,316	\$1,065			Add Lanes and Reconstruct
4273693	SR 997/KROME AVENUE FROM SW 184 STREET TO SOUTH OF SW 136 STREET							2018		\$3,836			2018	\$22,236	\$944			Add Lanes and Reconstruct
4302911	ITS EQUIPMENT REPLACEMENT - CONSULTANTS /GRANTS												2018		\$598			ITS Communication System MLD
4055758	SR 9336/PALM DRIVE FROM SR 997/KROME AVE TO SR 5/US 1 (TRUCK BYPASS)												2019		\$1,287			WIDEN/RESURFACE EXIST LANES
4055759	SR 997/KROME AVENUE FROM SW 312ST/CAMPBELL DR TO SW 296 ST (TRUCK BYPS)												2019		\$4,363			Add Lanes and Rehabilitate Pvmnt
4149641	SR 9A/I-95 FROM S. OF SR 836/I-395 TO BROWARD COUNTY LINE	2019	\$13,035															PDE/EMO Study
4149647	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF SR 90/SW 8 STREET	2019		\$6,700														PDE/EMO Study
4149648	SR 9A/I-95 FROM NORTH OF SR 90/SW 8 STREET TO SOUTH OF SR 836/I-395	2019		\$3,700														PDE/EMO Study
4184235	SR 826/PALMETTO EXPY FROM NW 154 STREET TO NW 17 AVENUE				2018	\$1,546	\$2,454	2018	\$3,360	\$151								Add Special Use Lane
4273691	SR 997/KROME AVENUE FROM SW 296 STREET TO S OF SW 232 STREET							2018	\$8,290	\$21,418			2019	\$39,360	\$3,249			Add Lanes and Reconstruct
4302912	ITS EQUIPMENT REPLACEMENT - CONSULTANTS /GRANTS												2019		\$1,110			ITS Communication System MLD
4307633	SR 93/I-75 FROM S. OF NW 170 STREET TO MIAMI-DADE COUNTY LINE												2019	\$1,000				Add Special Use Lane
4326391	SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO SR 836/DOLPHIN XWAY	2019		\$20														TRANSPORTATION PLANNING
4358431	SR 112/I-195 FRONTAGE RD & RAMP REALIGNMENT (MIAMI DESIGN DISTRICT)												2019	\$4,920	\$968			New Road Construction
4380761	SR 9/NW 27 AVE FROM MIA INTRMDAL CTR TO NW 215 ST/JUNITY ST/INPTC STUDY)	2018		\$750	2019		\$4,069											PDE/EMO Study
4231262	SR 9A/I-95 SOUTHBOUND RAMP TO WESTBOUND SR 836												2020	\$40,939	\$965			INTERCHANGE (MODIFY)
4232516	SR 25/OKEECHOBEE RD FROM E. OF NW 117 AVE TO E. OF NW 107 AVE (CONCRETE)												2020	\$35,080	\$245			Add Lanes and Rehabilitate Pvmnt
4283583	SR 826/PALMETTO XWAY FROM W. OF NW 17TH AVENUE TO I-95 (EXPRESS LANES)				2020	\$17,000	\$200											Add Lanes and Reconstruct
4184236	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO NW 154 STREET	2021		\$2,080														PDE/EMO Study
4232513	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)							2021	\$7,477	\$7,124								Add Lanes and Reconstruct
4232514	SR 25/OKEECHOBEE RD FROM E. OF NW 116 WAY TO E. OF NW 87 AVE (CONCRETE)							2021	\$32,233	\$950								Add Lanes and Rehabilitate Pvmnt
4232515	SR 25/OKEECHOBEE RD FROM E. OF NW 107 AVE TO E. OF NW 116 WAY (CONCRETE)							2018	\$31,755	\$7,266			2021	\$97,656	\$702			Add Lanes and Rehabilitate Pvmnt
4283581	SR 826/PALMETTO EXPY - SR 826 EASTBOUND RAMP TO SR 9A/I-95 NORTHBOUND							2019		\$71			2021	\$14,350	\$120,360			Interchange Ramp (New)
4283584	GGI INTERCHANGE CONNECTOR FROM US 441 TO SR 91 SOUTHBOUND				2018		\$2,791						2021	\$65,300	\$1,885			Interchange Ramp (New)
4283585	SR 9A/I-95 NB FROM BISCAYNE RIVER CANAL TO SR 860/MIAMI GARDEN DR												2021	\$30,145				WIDEN/RESURFACE EXIST LANES
4283586	SR 91/FL TURNPIKE SB TO SR 9A/I-95 SB EXPRESS LN FLYOVER (TPK CONNECTR)												2021	\$50,008	\$1,774			Interchange Ramp (New)
4283588	SR 826 CONNECTOR AT GOLDEN GLADES INTERCHG AND VARIOUS RAMP												2021	\$40,000	\$21,760			Add Lanes and Reconstruct
4357603	SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE							2021	\$8,300	\$8,164								Add Lanes and Reconstruct
4357604	SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE				2018		\$100	2021		\$2,432								Add Lanes and Reconstruct
4357605	SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE				2018		\$100	2021		\$805								Add Lanes and Reconstruct
4357606	SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE							2021	\$4,185	\$3,695								Add Lanes and Reconstruct
4370531	GOLDEN GLADES INTERCHANGE IMPROVEMENTS (MAINLINE SPUR MPOX)				2018		\$3,800	2018		\$10,451			2021		\$125,481			INTERCHANGE (MODIFY)
4370534	GOLDEN GLADES INTERCHANGE IMPROVEMENTS N/B DIRECT CONNECT BRIDGE				2018		\$10,000						2021		\$58,000			Bridge New Structure
2511562	PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395				2022		\$1,250											New Road Construction
2511564	PORT OF MIAMI TUNNEL MIAMI-DADE COUNTY MPO PRIORITY												2022		\$76,000			FUNDING ACTION
2511565	PORT OF MIAMI TUNNEL OVERSIGHT CONSULTANT												2022	\$1,500	\$554			INSPECT CONSTRUCTION PROJ.
4232512	SR 25/OKEECHOBEE RD FROM WEST OF KROME AVENUE TO EAST OF NW 117 AVENUE							2018		\$11,450			2022	\$20,892	\$2,365			Add Lanes and Reconstruct

LEGEND

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District 6

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4357601	SR 826/PALMETTO EXPY FROM I-75 TO N. OF CANAL C-8 BRDG (APPROX NW 162ST)							2019	\$10,000	\$14,140	2022	\$175,000	\$24,529				Add Lanes and Reconstruct
4357602	SR 826/PALMETTO EXPY FROM N. OF CANAL C-8 BRDG (162ST) TO E. OF NW 67 AVE							2019	\$9,400	\$4,440	2022	\$84,885	\$570				Add Lanes and Reconstruct
4365651	SR 25/DKKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY (VARIOUS RAMP)				2019	\$4,100	\$100	2022	\$20,900	\$1,636							PDE/E/MO Study
Rail																	
4335112	NE 203 STREET INTERSECTION IMPROVEMENTS BETWN SR 5/US-1 & W. DIXIE HWY							2018	\$13,172	\$6,297							Rail Capacity Project
4294871	SFRTA FROM HIALEAH MARKET TRI- RAIL STATION TO MIC													2022	\$26,495	\$704	Rail Capacity Project
Seaport																	
4406161	PORT OF MIAMI UPLAND CARGO IMPROVEMENTS													2018	\$5,000	\$9,650	Seaport Capacity Project
4406171	PORT OF MIAMI INLAND CARGO AND CONTAINER DISTRIBUTION CENTER													2018	\$4,000	\$8,650	Seaport Capacity Project
4311261	PORT OF MIAMI, PORT OF MIAMI (POM) POST PANAMAX CRANES													2019	\$16,000	\$16,000	Seaport Capacity Project

LEGEND

Tentative Work Program

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SIS INVESTMENT PLAN

District 7

State of Florida Department of Transportation
Systems Planning Office

Tentative Work Program

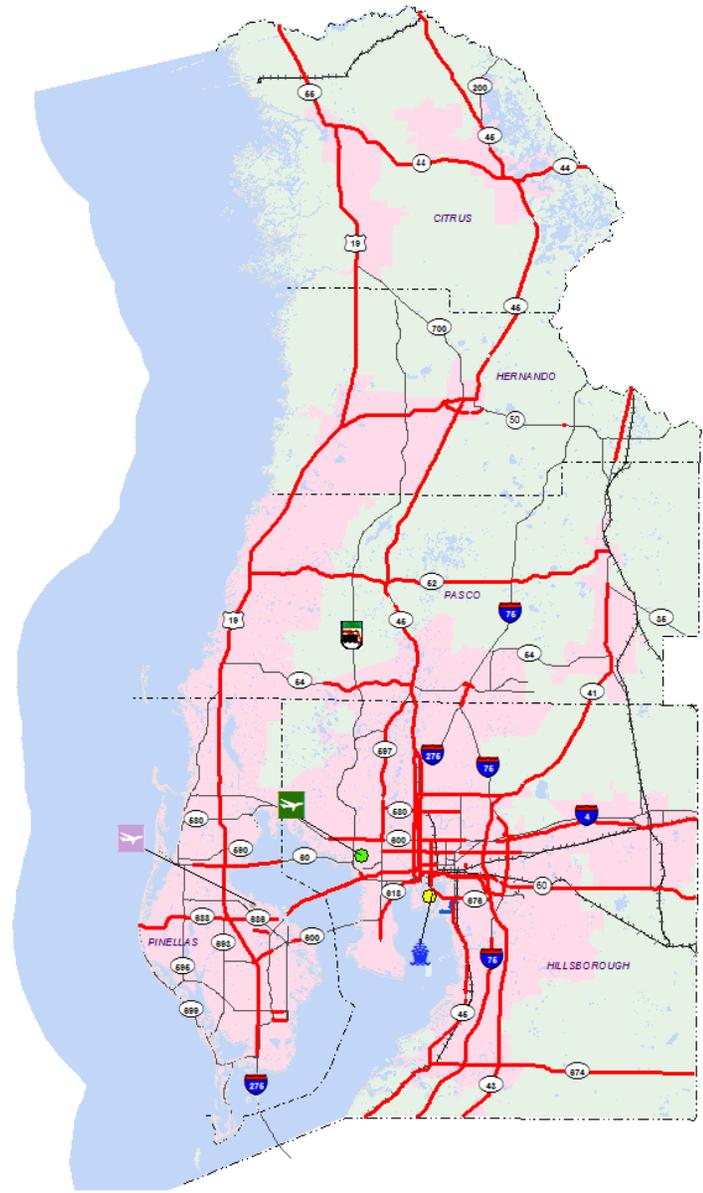
(FY 2017/2018 thru 2021/2022)
as of February 6, 2017

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

Existing Conditions for SIS Highways/Railroads

- | | |
|---|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 6+ lane roads |  Urban Areas |
|  Other State roads | |
|  SIS Airport |  SIS Seaport |
|  ESIS Airport |  ESIS Seaport |





District 7

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering		Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM		DM	
Aviation																		
4357221	TAMPA INTERNATIONAL AIRPORT GATEWAY CENTER - AUTOMATED PEOPLE MOVER													2019	\$40,000	\$40,000	Aviation Capacity Project	
4387531	TAMPA INTERNATIONAL AIRPORT - PHASE 2 AND 3 MASTER PLAN PROJECTS													2021	\$38,000	\$38,000	Aviation Capacity Project	
Highway																		
2570861	SR 694/GANDY BLVD FROM 40TH ST N TO E OF I-275 (SR 93)				2018		\$50		2018		\$841							Add Lanes and Reconstruct
4058223	US 19 (SR 55) FROM W JUMP COURT TO W FORT ISLAND TRAIL												2018	\$6,244	\$29,400			Add Lanes and Reconstruct
4125312	I-275 (SR 93) I-275/SR 60 INTERCHANGE								2018	\$218,378	\$27,485							Interchange - Add Lanes
4167332	SR 50/CORTEZ BLVD FROM COBB RD TO W OF BUCK HOPE RD								2018		\$1,448							Add Lanes and Reconstruct
4289531	I-75 (SR 93A) FM WB SR60 ENTRANCE RAMP TO S OF CSX RR/CR 574				2018		\$57					2018	\$22,298					Interchange - Add Lanes
4289551	I-75 (SR 93A) SR 60 FM S OF SR60 @ SLIP RMP TO S OF CSX BRIDGE 100471				2018		\$17					2018	\$18,999					Interchange - Add Lanes
4289561	I-75 (SR 93A) FM S OF SELMON EXP DVRPSS TO N OF SR 60				2018		\$17					2018	\$13,833					Interchange - Add Lanes
4289571	I-75 (SR 93A) SB OFF-RAMP FROM S OF BYPASS CANAL TO EB/WB I-4				2018		\$332					2018	\$17,851					Interchange - Add Lanes
4305731	I75/SR 56 INTERCHANGE FM E OF CR 54 TO W OF CYPRESS RIDGE BL(PHASE I)				2018		\$32					2018	\$18,494					Interchange - Add Lanes
4318212	I-275 (SR 93) FROM N OF MLK TO N OF BUSCH BLVD				2018		\$223											Add Lanes and Rehabilitate Pvmnt
4340251	I-75 (SR 93) FROM MANATEE COUNTY LINE TO S OF BIG BEND ROAD				2018		\$147					2018		\$6,907				ITS Freeway Management
4400891	STATEWIDE COMMERCIAL VEHICLE TRUCK PARKING SYSTEM - PHASE 2 DISTRICT 7				2018		\$125					2018	\$2,736	\$13				ITS Freeway Management MLD
4335354	I-275/SR93 NB XPR LN FM N OF HOWARD FRANKLAND TO S OF TRASK STREET				2019		\$5,824											Interchange (New)
4335355	I-275/SR93 NB FLYOVER FROM SR 60 EB TO I-275 NB				2019		\$3,433											Interchange Ramp (New)
4338801	GATEWAY EXPRESSWAY FM SR690 @ US19 & SR686 EXT @ CR611 TO W OF I-275				2018		\$2,000	\$5,000				2019	\$11,000					New Road Construction
4340271	I-75 (SR 93) FROM S OF BIG BEND ROAD TO S OF PROGRESS BLVD				2019			\$142				2019		\$6,925				ITS Freeway Management
4370401	I-275 (SR 93) FROM SB I-275 EXIT RAMP TO 22ND AVE S											2019		\$870				INTERCHANGE (MODIFY)
2567742	US 19 (SR 55) FROM N OF SR 580 (MAIN ST) TO NORTHSIDE DR								2018	\$6,919	\$4,195				\$64,960			Add Lanes and Reconstruct
4229042	I-275 (HOWARD FRKL) FROM N OF SR687(4TH ST N) TO N OF HOWARD FRANKLAND				2020		\$4,583					2020	\$454,175	\$295,427				Bridge - Replace and Add Lanes
4229044	I-275 (HOWARD FRKL) FM N OF HOWARD FRANKLAND TO S OF SR 60				2020		\$589					2020	\$5,122	\$18,267				Bridge - Replace and Add Lanes
4300512	SR 50 FROM LOCKHART RD TO E OF REMINGTON RD								2018		\$1,285				\$5,273			Add Lanes and Rehabilitate Pvmnt
4366781	I-175/I-375/BAYSHORE DR DOWNTOWN ST PETERSBURG				2018		\$400					2020		\$3,600				ITS Communication System
4376411	SR 580/HILLSBOROUGH AVE FROM MEMORIAL HWY/SHeldon RD TO HIMES AVE				2018		\$832					2020		\$994				Add Turn Lane(s)
2567743	US 19 (SR 55) FROM NORTHSIDE DR TO NORTH OF CR 95											2021	\$50,090	\$26,404				Add Lanes and Reconstruct
4167351	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET				2022		\$111		2021		\$3,259							Add Lanes and Rehabilitate Pvmnt
4303351	I-4 (SR 400) FM E OF I-75 (SR 93A) TO EAST OF WILLIAMS RD				2018		\$301					2021	\$1,931					Add Auxiliary Lane(s)
4305732	I75/I275 FROM COUNTY LINE ROAD TO SR 56 (PHASE II)				2021		\$4,297											INTERCHANGE (MODIFY)
4305733	I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)				2021		\$1,555											New Road Construction
4337991	US 19 (SR 55) FROM N OF CR 95 TO S OF PINE RIDGE WAY S								2021	\$21,812								Interchange (New)
4338212	I-275/SR93 FM S OF WILLOW TO N OF MLK; I-4/SR400 FM I-275 TO CONNECTOR				2021		\$58,007											Add Lanes and Reconstruct
4360411	SR 60 / BRANDON BLVD FROM OF BRANDON TOWN CTR TO GORNTO LAKE RD								2018		\$379				\$1,131			Add Turn Lane(s)
4376461	SR 573/5 DALE MABRY HWY FROM PINEWOOD ST TO GANDY BLVD				2019		\$834					2021		\$875				Add Turn Lane(s)
2569314	SR 694/GANDY BLVD FROM E OF 4TH ST TO W OF GANDY BRIDGE				2022		\$5,401											Add Lanes and Reconstruct
2583721	GENERAL ENGINEERING CONSULTANT FOR ITS				2022		\$3,856											ITS Freeway Management MLD
4292511	I-75 (SR 93A) FM S OF CSX/BROADWAY AVE TO EB/WB I-4 EXIT RAMP				2019		\$17					2022	\$68,044	\$450				Interchange Ramp (New)
4330712	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE								2020	\$2,561					\$3,130			Add Turn Lane(s)
4337971	US 19 (SR 55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD								2022	\$77,713								Add Lanes and Reconstruct
4340452	I-275 FROM S OF LOIS AVE TO WILLOW AVE				2022		\$1,169					2022	\$99,274					Add Lanes and Rehabilitate Pvmnt
4357501	SR 60 FROM VALRICO RD TO E OF DOVER RD								2022	\$9,087	\$160							Add Lanes and Reconstruct
4387021	ARTERIAL MANAGEMENT PROGRAM (AMP)				2022		\$4,875											Arterial Traffic Management

LEGEND

Tentative Work Program

FY 2017/2018 thru 2021/2022
As of 02/06/2017

PD&E = Project Development & Environment
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District 7

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4407491	US 41 @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD	2018	\$1,500		2020	\$5,370	\$1	2022	\$15,000	\$1							Rail Capacity Project
Seaport																	
4332401	PORT TAMPA BAY - EASTPORT BERTH DEVELOPMENT													2018	\$5,000	\$5,000	Seaport Capacity Project
4403181	PORT TAMPA BAY - EASTPORT UPLAND CARGO IMPROVEMENTS													2019	\$10,000	\$10,000	Seaport Capacity Project

LEGEND

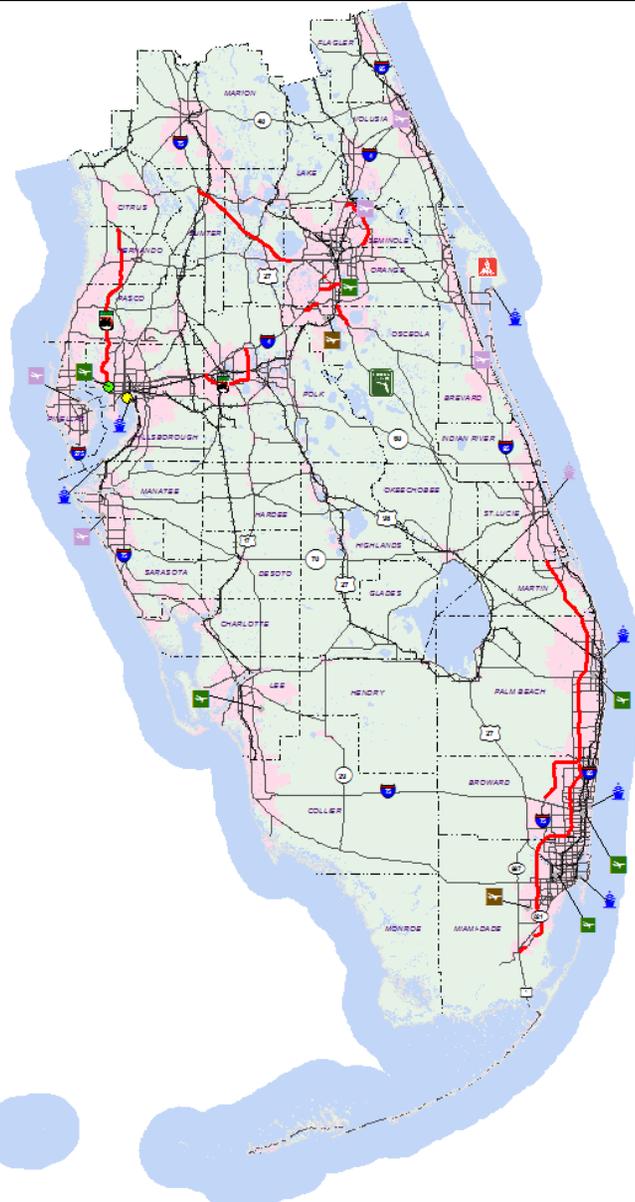
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SIS INVESTMENT PLAN

Turnpike Enterprise

State of Florida Department of Transportation
Systems Planning Office

Tentative Work Program

(FY 2017/2018 thru 2021/2022)
as of February 6, 2017

LEGEND

 Highway

NOTE:
Suncoast Parkway 2 will be added to the SIS

Existing Conditions for SIS Highways/Railroads

- | | |
|---|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 8+ lane roads |  Urban Areas |
|  Other State roads |  SIS Airport |
|  SIS Reliever Airport |  SIS Seaport |
|  ESIS Airport |  ESIS Seaport |
|  Spaceport | |





Tumpike Enterprise

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Highway																	
4060954	WIDEN TPK(SR91) FROM N OF JOHNSON ST TO GRIFFIN RD (MP 51-53) (6TO8LN)				2018		\$4,000										Add Lanes and Reconstruct
4061431	WIDEN TPK FROM LAKE WORTH ROAD TO SR710 (MP 93 TO 106)(4TO8LNS) W/EL				2018		\$4,000										Add Lanes and Reconstruct
4061441	WIDEN TPK(SR91) BOYNTON BEACH BLVD-LAKE WORTH RD(4TO8LNS W/EL)(MP88-93				2018		\$150			2018		\$170,060					Add Lanes and Reconstruct
4157481	WIDEN TPK FROM SR710 (MP 106.1) TO MP 117 (4 TO 8 LNS)				2019		\$1,045										Add Lanes and Reconstruct
4159271	WIDEN TPK(SR91) FROM SAWGRASS TO PALM BEACH C/L (MP71-73)(6-8 LN) W/EL				2018		\$1,000										Add Lanes and Reconstruct
4182141	WIDEN TPK-PALM BEACH C/L TO GLADES RD (MP73-75) (6-10 LNS) W/EL				2021		\$2,200										Add Lanes and Reconstruct
4293281	WIDEN HEFT FROM NW 57TH AVE TO MIRAMAR PLAZA (MP43-47)(4TO9 LNS) W/EL									2018		\$103,364					Add Managed Lanes
4355431	WIDEN HEFT FROM SR836 TO NW 106TH ST (MP 26-34) (6/8 LNS TO 10 INC EXP)				2018		\$2,284			2018		\$238,029					Add Lanes and Reconstruct
4355461	WIDEN HEFT- I-75 TO NW 57TH AVE (MP39 -MP43) (4TO8 LANS W EXP LANES)									2018		\$104,300					Add Lanes and Reconstruct
4356057	SOUTH FLORIDA DMS IMPROVEMENTS AND REPLACEMENTS				2018		\$920										ITS Dynamic Message Sign
4371662	TURNTPIKE MAINLINE AT I-4 (MP 25.9 - DIRECT CONNECT RAMP)				2018		\$308			2018		\$71,877					INTERCHANGE (MODIFY)
4371691	WIDEN TURNTPIKE MAINLINE ATLANTIC TO BOYNTON(MP81.6-8.6)(6TO10LNS) W/EL				2018		\$4,500										Add Lanes and Reconstruct
4390511	INTELLIGENT TRANSPORTATION SYSTEM (ITS) ELECTRICAL IMPROVEMENTS									2018		\$2,756					ITS Communication System
4060951	WIDEN TPK(SR91) FROM HEFT(SR821) TO N OF JOHNSON ST (MP47-51)(6TO8LNS)				2019		\$6,000										Add Lanes and Reconstruct
4060991	HOLLYWOOD BLVD / TPK (SR820 / SR91) INTCHG MODIFICATION (MP 49)									2019		\$1,500					INTERCHANGE (MODIFY)
4061501	WIDEN TPK- ATLANTIC BLVD(SR814) TO WILES RD (MP66-70)(6TO10LANES) W/EL				2018		\$250	2018		\$5,267	2019	\$222,662					Add Lanes and Reconstruct
4061504	DYNAMIC MESSAGE SIGNING REPLACEMENT ATLANTIC BLVD TO SAWGRASS(MP66-71)										2019	\$701					ITS Communication System MLD
4355421	WIDEN HEFT- NW 106TH ST TO I-75 (MP34 TO MP39) 6TO10 LANS W/EXP LANES				2019		\$1,967				2019	\$196,102					Add Lanes and Reconstruct
4356056	CENTRAL FLORIDA DMS IMPROVEMENTS AND REPLACEMENTS				2018		\$1,100				2019	\$6,884					ITS Dynamic Message Sign
4357861	WIDEN TPK- MINNEOLA INTCHG TO LEESBURG NORTH INTCHG (MP 279-289.3)(4-6)				2019		\$11,158										Add Lanes and Reconstruct
4361941	WIDEN TPK US192/441 TO OSCEOLA PKWY (MP242-248.93) 4TO8LNS - EXP LNS				2019		\$950	2019		\$1,000	2019	\$124,434					Add Lanes and Reconstruct
4371672	ROADWAY SETTLEMENT IMPROVEMENTS TURNTPIKE MAINLINE MP 284.4 TO 285.5				2018		\$718				2019	\$3,615					New Road Construction
4372111	HEFT & SURFACE STREET IMPROVEMENTS FROM HAINLIN MILLS TO US 1 MP11-12				2019		\$50				2019	\$27,256					Interchange Just/Mod
4357871	WIDEN TPK- LEESBURG NORTH INTCHG TO LAKE/SUMTER C/L(MP289.3-297.9)4TO8				2020		\$8,281										Add Lanes and Reconstruct
4357881	WIDEN TPK FROM LAKE / SUMTER C/L TO CR 468 INTCHG (MP297.9-301.4)(4TO6)				2020		\$2,091										Add Lanes and Reconstruct
4371551	WIDEN SAWGRASS- S OF SUNRISE TO N OF ATLANTIC (MPO.5-8)(6TO10LNS)W EXP				2019		\$1,650	2018		\$4,549	2020	\$150,498					Add Lanes and Reconstruct
4380181	WIDEN POLK PKWY FROM MP 18 TO MP 22. 2 TO 4 LANES				2020		\$2,912	2018		\$510	2020	\$70,495					Add Lanes and Reconstruct
4233742	PD&E WIDEN MAINLINE FROM FT PIERCE TO YEEHAW JUNCTION (MP 152 - 193)	2021		\$4,000													PDE/EMO Study MLD
4233743	PD&E WIDEN MAINLINE YEEHAW JUNCTION TO SOUTH OF US 192 (MP 193-242)	2021		\$3,000													PDE/EMO Study MLD
4336631	SAND LAKE RD / TPK INTERCHANGE (SR482/SR91) (MP 257)				2019		\$1,400				2021	\$58,352					Interchange (New)
4354611	WIDEN SAWGRASS- N OF ATLANTIC TO SR 7 (MP8-18)(6TO10 LNS) (W EXP LNS)				2019		\$1,650	2019		\$1,631	2021	\$155,873					Add Lanes and Reconstruct
4357841	WIDEN TPK- SR50 CLERMONT TO ORANGE/LAKE C/L (271.17-274) 4TO8LNS W/EXP				2020		\$1,130				2021	\$32,402					Add Lanes and Reconstruct
4357851	WIDEN TPK- ORANGE/LAKE C/L - MINNEOLA (274-279.14) 4TO8LNS W/EXP				2020		\$3,010				2021	\$69,737					Add Lanes and Reconstruct
4357891	WIDEN TPK FROM CR468 INTCHG TO I-75 INTCHG (MP 301.4 - 308.9)(4 TO 6)				2021		\$8,098										Add Lanes and Reconstruct
4395451	HEFT WIDENING US-1/SOUTH OF PALM DR TO CAMPBELL DR	2018		\$2,000	2021		\$1,400										Add Lanes and Reconstruct
4171321	WIDEN TPK FROM GLADES TO ATLANTIC AVE (MP76.4-81.6) (6 TO 10 LN) W/EL				2020		\$4,520				2022	\$244,486					Add Lanes and Reconstruct
4372241	WIDEN SAWGRASS EXPY SR 7 TO POWERLINE RD (MP18-21) (6 TO 8 LANES) W/EL				2018		\$4,000				2022	\$17,987					Add Lanes and Reconstruct

LEGEND

Tentative Work Program

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Statewide Improvement

First Five Years Plan

Tentative Work Program

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4167863	STRATEGIC AIRPORT CAPACITY IMPROVEMENTS - SIS													2022	\$47,362		FUNDING ACTION MLD
Highway																	
4181951	STATEWIDE ATIS				2022		\$16,388										ITS Information System MLD
Rail																	
4167864	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS													2022	\$123,044		FUNDING ACTION MLD
Seaport																	
4167865	STRATEGIC SEAPORT INVESTMENTS - SIS													2022	\$48,492		FUNDING ACTION MLD

LEGEND

Tentative Work Program
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**www.ftc.state.fl.us
605 Suwannee Street, Tallahassee, Florida 32399-0450, MS 9
(850) 414-4105 * Fax (850) 414-4234**